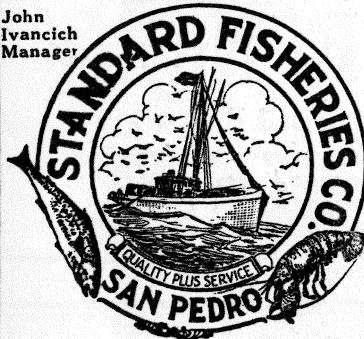


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# CALIFORNIA



*A general view of the banquet at which prominent men of the fisheries industry gathered to celebrate the opening of the modern fish-freezing and cold storage plant erected in Wilmington by the Union Ice Company.*

## Union Ice Heads Fete Fish Men

**“W**E ALL SHALL benefit from it,” says Otto Weissich of the American Fisheries, San Pedro, in commenting on the new fish-freezing and cold storage institution just being completed at Wilmington by the Union Ice Company. “The plant is certain to benefit every one of us, and to assist the growth of the whole fresh fish business of San Pedro and Southern California. It provides facilities that we never have had available before and if we utilize them wisely they are bound to be very valuable to us.”

Weissich's opinion is reiterated by every dealer on the San Pedro wharf. “My judgment would be that perhaps the greatest advantage will arise from curing the old summer-time ailment of sudden gluts of sea bass, barracuda and, in fact, all kinds of fresh fish,” concurs Vincent Zankich, of the Zankich Brothers firm. This statement was a practical reiteration of his previous remarks, made on the evening of October 21, when two dozen executives from various fishery enterprises gathered as the invited guests of the Union Ice Company at the special caterer's dinner that was served in one of the new rooms of the Wilmington plant in celebration of the practical completion of the fish freezing department.

### Fish and Chicken

D. H. Fry, vice-president, and superintendent of the Southern Division of the Union's organization, acted as host for the corporation. B. F. Ballinger, manager of the Harbor Division, was master of ceremonies and toastmaster. W. H. Harrison, chief engineer of “No. 29”—the Wilmington fish freezer—was present to receive the merchants as they arrived; he led them through a 20-below-

zero atmosphere in the chilling rooms, “just to sharpen up their appetites a bit,” as he put it.

Somebody, knowing the golden road to successful banquets, had engaged Peter G. Stathis, B. Prilingos, A. Bratsalis, Theo. Bratsalis and Geo. Vatik as the staff of chefs. This insuperable battery of cookery talent insured the perfection of the spread, per se. But nevertheless, and in spite of what might be taken for granted, mention must be made of the opening course of rich sea-food soup, and of the fried young chicken that was browned to crispness and seemingly prepared by miraculous method wherein no grease was used.

### What Was Said

Ballinger opened the discussion of the evening by voicing the hope that the present freezers would be but the first unit of a much larger installation; then he introduced D. H. Fry to the diners.

The vice-president told of the ability of intense cold to keep perishables in perfect state of preservation throughout endless time, and described the finding of a giant mammoth that had been covered with ice during countless ages, the great beast having been refrigerated so well by natural cold that its flesh had been kept perfectly, and was cooked and eaten by the explorers who found the inert creature. He pointed out that if fancy fresh fish is quick-frozen, it may later be thawed into a product that is superior to the best then obtaining in the fresh market, citing as a parallel illustration an instance in which refrigerated eggs of supreme quality actually were marketed at a premium over new-laid stock that was not quite up to standard.

“We regard this installation of a fish freezer as the beginning of a large development,” declared Fry. “As time goes on we are going to experiment constantly, and I have little doubt that we shall evolve processes and methods that will be unique and especially suited to our rather individual Southern California conditions. In the matter of fish freezing our port thus far has been behind other parts of the United States, but now conditions are changing, and the situation here is to become more nearly comparable to that existing elsewhere. It is significant to know that 35 per cent of American frozen fish is refrigerated in the north Pacific ports.”

Gilbert C. Van Camp spoke in appreciation of the opportunity now offered for the first time, and said that the freezing facilities would enable progressive dealers to experiment in a way that has never been possible in the past. Clare Small, head of the Van Camp Organizations, Ltd., expressed himself in a like vein, saying:

“This is the greatest opportunity that the fresh fish business has had in Southern California.” He referred to its application to the new business of fileting, declared that it would absorb over-production and so stabilize price, and said that eventually it would lead to much greater consumption of the product.

### Scofield's Idea

W. L. Scofield, director of the State Fisheries Laboratory, was called on by Ballinger.

“My special interest is in the supply of fish,” said the scientific investigator. He pointed out that California has an unusual variety of excellent food fish, (Continued on Page 48)



## Fishery Leaders

(Continued from Page 13)

Ambrose has done much to better canning methods. He has developed such fine improvements as the device of fluming whole tuna from vessel side to the butchering tables. He has carried sanitation to extreme degrees of perfection and undoubtedly has an entirely ideal plant from the standpoint of cleanliness, ventilation and well-lit working conditions. Perhaps to this is attributable part of the marked success which habitually attends his packing operations, and in it lies the fact that so insistent is his clientele that not long ago his market overtook production, and the Westgate warehouses were entirely emptied of merchantable stocks of canned tuna.

Important as have been his other contributions to the industry, no doubt Ambrose's most signal service has been performed in his early sponsoring of large high-seas tuna craft. In days when 50-footers were considered as outrageous in size, Ambrose financed the building of the 65-foot "Peerless," still in commission. Then, in quick succession, he supported the construction of units in a \$500,000 fleet which at present delivers its fares to his plant. The ships, in the order in which they were launched, were:

"Abraham Lincoln," 65 feet; "San Joa-

quin," 82 feet; "Lusitania," 105 feet; "Flying Cloud," 105 feet; "Conde Verde," 85 feet; "Patria," 115 feet; "Continental," 115 feet; and two ships now incomplete on the ways, the 100-foot "Magellan," and the Manuel Medina ship measuring 120 feet in length.

### LARGE WAREHOUSE WILL BE CONSTRUCTED SOON

THE CRESCENT Wharf and Warehouse Company will break ground within a short time for a new warehouse on Terminal Island, according to E. A. Mills, president of the firm.

The new building will occupy a space 250 feet long by 170 wide and will be ready for occupancy within the next 90 days. Original plans called for a four-story plant, but these have been revised so that the new structure will be of larger dimensions and will occupy but one floor. The single-story warehouse will have two advantages over a higher building. It will not be necessary to sink a foundation of heavy piles to support the weight of a multi-storied structure. In addition, a single floor will aid in facilitating the handling of stock.

"Our greatest problem," explained Mills, "was to determine exactly what the canners needed and to devise plans for a warehouse to meet these needs with the least possible trouble to the canners themselves. We believe we have solved this problem and are convinced that when

our new warehouse is completed we shall have one of the most modern and convenient buildings of this type in the state."

**PAUL HAMMOND**, millionaire New York yachtsman who last year built a costly vessel especially to take part in the trans-Atlantic race, is now constructing another swift schooner. The new yacht will be a 60-footer; it has been laid down in the yards of Herreshoff, master designer and builder.

Apparently Hammond has taken a tip from the example of West Coast tunamen, for the galley of the new racer is to be fitted with a standard "Model 116" Ingle range, the favored size among the fishing cruisers. No fancy filigree is to be added—just the standard stock range such as commercial vessels carry.

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LOS ANGELES

"FROG FARMING"  
by Tracy I. Storer.

Rec'd 10/15/30.

Numerous inquiries concerning the possibilities in rearing frogs for the market have been sent to the University of California, the California Division of Fish and Game and the California State Department of Agriculture. This brief statement indicates the market demand, names the species which are sought for use, outlines briefly the principal features in the life history of a frog, and points out some of the problems encountered in previous attempts to rear frogs in confinement.

The market demand for frogs rests upon use of the flesh (chiefly the hind legs) as food, and use of the entire animals, either living or preserved for scientific study in biological laboratories. At present the market is supplied entirely from frogs caught in the wild. A few of the frogs used in California are captured locally, chiefly in the foothill districts, but the bulk of the supply is secured in marshlands, and along streams and lake borders in the Mississippi Valley and in the Gulf states. The extent of the local demand is indicated by the fact that 1500 dozen frogs have been shipped in to a California dealer in a single year. Many more would undoubtedly be used if the natural supply were larger, permitting a lower retail sale price. The scientific requirements are suggested by the bill for frogs of the department of physiology in a mid-western medical school which totalled over \$700.00 in a single year. In 1925, the retail price on medium-large bullfrogs in California was \$6.00 per dozen; frogs three inches in length (head and body) sold at \$3.00 per dozen. The collectors are reported to receive about two-thirds of the retail price for their animals.

Four species of native North American frogs are used commonly for commercial purposes. These include the Eastern Bullfrog (Rana catesbeiana), which has lately become established in several localities in California, the Green Frog (Rana clamitans) of the eastern states, the Leopard Frog (Rana pipiens) of widespread distribution from the east side of the Sierra Nevada to the Atlantic coast, and the California Red-legged Frog (Rana aurora draytonii), native in the foothill districts over most of California.

Each species of frog has individual preferences as to the sort of places it inhabits and each is peculiar in its breeding habits. In general, the eggs (spawn) are deposited in water. These hatch in one to three weeks depending upon the species and the water temperature. The resulting larvae (tadpoles or polliwogs) live chiefly upon green algae and other plant materials in the water, but they will feed on the dead, softened bodies of animals in the water when available. The rate of growth varies with the species and with the water temperature and the food supply. Several species of aquatic insects, fishes, gulls, herons, and water snakes feed upon the larvae. The Bullfrog requires two full years to complete the larval stage, whereas the California Red-legged Frog transforms late in the summer of the same year in which the eggs are deposited. The transformation or metamorphosis from the larval to adult form follows growth of the four legs. The mouth parts change, the intestine shortens and the gills and tail are absorbed. Thenceforth the frog will take only living, moving food. Two or three years further are required to reach market size. The Bullfrog, Green Frog and California Red-legged Frog inhabit ponds, while the Leopard Frog is a marsh dweller.

Continued search has revealed only two bona-fide "frog farms" in North America, where frogs have actually been reared and sold. Many so-called farms are nothing more than places where frogs caught in the wild have been held for market. One real "farm" in California comprised at least four ponds each an acre or more in extent, completely fenced with a curved tin guard at the top to keep



the frogs from escaping. The frogs were roughly segregated as to size since frogs are cannibalistic and the young will serve as food for the larger, older individuals. On this "farm" little effort was made to feed the frogs. Small tree toads (*Hyla rogersi*) were permitted to breed and live in the ponds and these together with such aquatic insects as lived in the water, served as food supply. Exposure of boards smeared with honey or molasses, or of decaying meat to attract flies and other insects, and suspending lights over ponds to draw night-flying insects have all been tried without great success. Thus far, no satisfactory artificial means of supplying food in adequate amount has been developed.

Hérons, kingfishers, raccoons, mink, skunks, and garter (water) snakes are the principal animals likely to feed upon frogs concentrated in ponds. Tight fencing would exclude all of these except the birds.

Extensive experiments conducted by the Pennsylvania Department of Fisheries some years ago indicated that considerable difficulty is likely to be encountered when large numbers of tadpoles or young frogs are concentrated in small ponds.

Further information on the identification of frogs and their eggs and larvae, and on the ranges, habits and life histories of frogs may be obtained from the following books, which may be found in many libraries or may be obtained from the publishers.

Dickerson, M. E. 1906. The frog book. (New York, Doubleday, Page & Co.) xvii + 253 pages, 16 colored plates, 95 half-tone plates, 35 text figures.

Storer, T. I. 1925. A synopsis of the Amphibia of California. University of California Publications in Zoology, Volume 27, 342 pages, 18 plates, 42 text figures. (University of California Press, Berkeley).

Wright, A. H. 1914. North American Anura--Life-histories of the Anura of Ithaca, New York. Carnegie Institution of Washington, Publications 197, vii + 98 pages, 21 plates, 1 text figure.

Wright, A. H. 1920. Frogs: their natural history and utilization. Report U. S. Commissioner of Fisheries for 1919 [published 1920], 44 pages, 22 plates, 2 text figures. [= Bureau of Fisheries Document no. 888].

Further information may be had by addressing the Division of Zoology, University of California, Davis, California.





Dr. John H. Wilson, an expert on the subject of frog-culture, exhibits two big jumbo bullfrogs which are part of his colony in Placer County. Dr. Wilson believes that commercial raising of these big frogs, whose scientific name is *Rana Catesbeiana*, is a potential source of wealth for California and the West Coast.

# Frog Ranching

## A Money-Making Industry

UP IN PLACER County lives a man named Dr. John H. Wilson who, aside from being a successful practitioner of medicine, supports a novel hobby having large commercial possibilities which relate themselves to the business interests of every operator in the fresh fish trade.

He operates what Tracey I. Storer of the Davis branch of the University of California calls one of the two commercially successful frog farms in North America. Dr. Wilson himself does not believe his ranch to be a success, but admits that it has possibilities. In his own words, in a communication to WCF, he tells how his Placer County business began:

### How It Started

"A fruit grower came to me one day and said that he had heard that I was a man who understood raising frogs for commercial purposes. I told him that I had spent considerable time, thought and money experimenting with them. He told me he would like to get into the business and would furnish the land and water and do all the work if I would furnish the breeders and knowledge. We signed a contract and I mapped out plans for the work of making ponds and fencing them."

Thus began what promises to become a prominent industry for California and the West Coast. Today, according to Storer's notes on the subject, the farm has four ponds, each of an acre or more in extent, enclosed with wire fences equipped with curved tin guards on the top to keep the frogs from escaping.

Wilson believes that he has made only a beginning in frog culture. "You can't make a success of frog-raising by building one or two ponds and topping them unless you are just going to raise a few for home purposes," he explains. "I consider it one of the best businesses in which money can be invested, if the enterprise is given the proper amount of attention."

### Four Species Prominent

There are four species of frogs which have extensive commercial use. The bullfrog, *Rana catesbeiana*, is a native of the east, but is now found in parts of the west coast, and is the species which Dr. Wilson raises. The green frog, *Rana clamitans*, is confined entirely to the east. *Rana pipiens*, the leopard frog, is the most common variety, and has widespread distribution throughout North America. The California red-legged frog, *Rana aurora draytonii*, is a native of the California foothills.

Frogs spawn in the water in the spring-time, the eggs hatching in from one to three weeks, depending upon species and climate. The larvae (tadpoles or polliwogs) live on green algae and other plants or on decomposing animal matter in the water. At a certain stage in development, varying from one summer to two years in the different species, a striking change occurs in the frog. This transformation from the larval to the adult stage changes the shape of the mouth and results in a shortening of the intestine and the absorption of gills and tail.

### Eats Only Live Food

Once the frog enters upon the adult period of its life, it will eat nothing but living, moving food. Dr. Wilson says: "It is claimed, and I believe it is true, that a frog will eat nothing but live things which show that they are alive by movement of some sort. One of my pet frogs will sit on my forearm and take canned shrimp, caterpillars and other food from my fingers, but he is the only one I have ever seen that would eat things which were not alive and moving."

The problem of frog feeding is the most perplexing and severe handicap to the development of the industry. Various artificial methods of feeding have been attempted, says Storer, but they have not been satisfactory. One man covered boards with honey and molasses to attract flies, but the frogs seemed not to approve of the idea, so it had to be abandoned. The most successful method so far devised is the encouragement of growth of other forms of life in areas occupied by the frogs, in order that the food supply may grow up with the consumers. Small toads, green frogs, and crawfish prove acceptable in this respect.

### Are Cannibals

Frogs of all species are given to the practice of cannibalism. Dr. Wilson says there are only two ways he knows of combatting this evil. "You can partially overcome it by furnishing plenty of food," he explains. "That is one of the important secrets of the business." The other method used is segregation of the stock into size classes. In this way all the individuals in a certain pond or stockade will be of approximately the same size, and the temptation to eat each other will be considerably reduced.

The commercial market for frogs is well established today, but is capable of almost unlimited increase, believes the frog-rancher. There are two important markets for the genus *Rana* today; for experimental use in college laboratories and for food. The species is used in thousands by biological and experimental laboratories of universities and high schools of the United States. "I believe a business could be worked up so that a frog plant could sell frogs to practically all the colleges and high schools in the country," declares the doctor. "The University of California alone uses nearly \$1,000 worth of frogs every year." Today these laboratories are supplied with wild frogs captured in their native haunts, mainly in marshes and backwaters of the Mississippi Valley and Gulf states, and sold to the institutions which use them at an average price of approximately \$3.00 a dozen, although the price sometimes goes as high as \$9.50 per dozen.

### Food Market

The important potential market, however, is that which uses frogs for food. "Were I to enter the business on a large scale," writes Dr. Wilson, "I would put the price of frog meat down where every one who eats meat could afford to buy it—in that way increasing the demand enormously. As it is now, only those who have fat pocket-books can afford to eat frog meat. I would make it at least as common as chicken."

Only the hind legs of the frog are generally used for food today. This is a serious mistake, believes the expert quoted. "Any one who throws away the saddle should be prosecuted for waste of good

(Continued on Page 38)



# Frog Ranching

(Continued from Page 37)

meat. You do not throw away the wing or back of a chicken; why throw away the front legs and back of a frog? There is not as much meat on them, but what there is just as sweet."

## Points to Consider

"There are many things to take into consideration in commercial frog-culture," declares Dr. Wilson. "The soil must be of the proper kind, the lay of the land must be right and there must be a good supply of water at all seasons of the year." Once a proper location is determined upon, the ponds must be fenced in so as to keep the frogs inside the areas allotted to them and their enemies outside of such areas. "Frogs are great merrymakers, especially when there is a storm on hand or one brewing. They will

travel for miles. We have them in an enclosure four feet high, but they can climb a four-foot fence like a rat." Tin guards over the top of the fences, however, will keep the wanderers within.

The chief enemies of frogs are herons, kingfishers, raccoons, mink, skunks and garter or water snakes. Fences will keep out all but the birds.

It is not an easy task to become a successful breeder of frogs, believes Dr. Wilson. "There are many secrets which must be known in order to make the business a success. A lot of people have started out in the game on small lakes or ponds on their farms and they failed because of lack of knowledge. And yet," he concludes, "I am certain it will pay big money if properly handled."

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Development of this area has been made possible by a new highway from Gila Bend, which is a station of the Southern Pacific, to Rocky Point. "It is just a few years back," says Childs, "when the only way that you could have reached the Gulf was by horseback. Now it only takes eight hours by truck."

A RED SALMON, marked last June in Alaska with the metal tag of the United States Bureau of Fisheries, has been caught in a river in Siberia. The fish travelled 1,300 miles in 44 days.

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# WASHINGTON

## PRIBILOF ISLAND SEAL INDUSTRY ON INCREASE

ONE EXAMPLE of successful conservation of an almost extinct industry by the United States Bureau of Fisheries is the work in connection with fur seals of the Pribilof Islands in North Pacific waters. Upon the basis of telegraphic reports the number of fur-seal skins taken on these islands this season is larger than any take for 41 years, since 1889.

In the earlier days of the industry, seal-hunting was permitted with no restrictions whatsoever. As a result, in a brief period of years the herds of valuable creatures were almost completely destroyed. Government officials then took a hand in activities, introduced closed seasons, aided propagation and now are well on the way to restoring this business to its former prosperity.

### Large Take Reported

The total take of skins so far this season is reported as 42,498, an increase of 2,430 over the total of 40,068 secured during 1929. The latter figure also includes 800 skins secured in the fall of the year.

Deliveries of pelts were made at Seattle, Washington, by the "Penguin" and the "Sirius" during the last season. The "Penguin" carried a cargo of 12,867 fur-seal skins, together with a number of passengers and some miscellaneous freight. The U. S. S. "Sirius", after delivering 1,766 tons of general supplies, 1,065 tons of coal and 550,000 feet of lumber to the islands, returned to Seattle with a shipment of 30,431 pelts and some miscellaneous items.

### Increase Noted

The annual computation of the fur-seal herd on the archipelago showed, on August 10, a total of 1,045,101 animals which constitutes an increase of 73,574 or 7.57 per cent over figures for 1929. This number includes 332,084 cows, a like number of pups, 164,852 yearlings and 2-year-old females, 10,211 harem and idle bulls and 205,870 males of all other classes. These totals indicate a continued satisfactory increase in the herd, according to government officials.

The sum of \$357,990.25 was realized by the United States government from sale at auction of 20,081 fur-seal skins taken on the Pribilof Islands. Skins which were dyed black brought in the largest prices, 11,675 such pelts netting \$209,305.50.

IN CEYLON oysters sometimes grow to a foot in length and six inches in width.

## CANNED SALMON SALES SHOW GREAT INCREASE

CANNED SALMON SALES for the period dating from August 11, 1930, to the middle of October have been the greatest ever recorded in the history of the industry, declares a dispatch from R. R. Farish, of the New England Fish Company, Seattle.

"Pinks and chums gathered quickest interest. Red salmon was also snapped up, due to its production being the shortest in 31 years. Medium reds were more in demand than usual because of shortage. An unexpected heavy run of sockeyes developed on Puget Sound, resulting in a temporary reduction in sockeye prices which quickly cleaned up the pack."

Farish attributes this great movement of salmon to the low prices on pinks and chums and to the influence of the national advertising campaign on canned salmon (see WCF, September, 1930, page 109), which has been conducted by the Associated Salmon Packers.

Fancy Columbia River chinooks have also sold heavily, states Farish. The entire stock of salmon left on hand is approximately 40,000 cases of chinooks, 79,456 cases of Alaska red and 172,115 cases of medium reds and ocean-caught cohoes. These figures are of October 15.

"Jobber, chain store and retail stocks are turning over with astonishing rapidity and figure to continue active," declares Farish.

THE ANNUAL YIELD of oysters in the United States is approximately 30,000,000 bushels.

## ITALIAN IMPORT DUTY

AN ITALIAN DECREE of October 2, effective at once, imposed a duty on imported salmon, formerly permitted to come into Italy without charge. The new duty is 35 lire per hundred kilos for tins weighing not over ½ kilo, including tin, and 30 lire per hundred kilos for salmon in tins weighing over ½ kilo but not over 1 kilo.

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**WHIZ FISH CO.**

WHOLESALE DISTRIBUTORS

**FRESH, SALT AND  
SMOKED FISH**

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Whiz Dock, Seattle, Washington

**HALL and  
OLSON**

Producers and Distributors  
—OF—

*Chinooks, Silvers, Steelheads  
and Bright Fall Salmon,  
also Sturgeon*

**South Bend, Wash.**

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**NEW ENGLAND FISH CO.**

*Producers—Distributors*

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FROZEN  
SMOKED**

**FISH**  
*Seattle, Wash.*

**CANNED  
MILD CURED  
SALMON**

"PACKED  
WITH THE  
WIGGLE  
IN ITS TAIL"

OPERATING  
THROUGHOUT  
PUGET SOUND  
COLUMBIA RIVER  
ALASKA  
BRITISH COLUMBIA



## CRAIG HEADS WESTERN DIVISION OF BUREAU

JOSEPH A. CRAIG, for three years a member of the scientific staff of the California State Fisheries Laboratory, Terminal Island, has been named director of the West Coast laboratory of the United States Bureau of Fisheries. Craig's headquarters will be on the campus of Stanford University, California, where he will assume the administrative duties in connection with the activities of the ten members of the field staff of the Bureau of Fisheries who are also quartered at the university.

Besides his experience with the fisheries laboratory, the new director served for several years in the employ of the California Fish and Game Commission, and recently has been engaged in a statistical study of the variations in abundance of the Columbia River salmon.

Craig succeeds Dr. Willis H. Rich, who has been connected with the Bureau of Fisheries since 1914. Dr. Rich is resigning from the service in order to accept a position as professor of zoology at Stanford University. However, he plans to give as much time as is possible to the work of the commission.

## H. HOUSSELS WEDS

WHEN HUBERT HOUSSELS of the Van Camp Sea Food Company, Inc., San Pedro, was married recently he reckoned without his friends. Upon his return home from Texas, where he went to get his bride, he found the front of his home plastered with mirth-provoking signs. The next day scores of salesmen and tradesmen beat a deep path to his door in response to numerous telephone calls requesting their services or merchandise. All of which is an indication of Hubert's wide popularity and the fact that his host of friends wish him and his wife the best of fortune.

THE COAST Boat Company, Wilmington, reports substantial sales of Propane gas during October. This product, manufactured by the Protane Bottled Gas Corporation of Erie, Pennsylvania, was placed on the following ships by the Wilmington agents: "Chicago," "Linde," "Louise Ray," "Morgan," "Patricia," "Progress," "Sunbeam," "Sunlight," "Richness" and "Vitality."

The Coast Boat Company reports business very satisfactory and the outlook good for the coming fishing season.

## John Hannula Jr. Fish Company

Producers and Distributors  
Throughout the Year of

Steelhead, Chinook Silver,  
and Salmon

FOOT OF D STREET

Telephone 530

ABERDEEN, WASHINGTON

## BALLINGERS ENTERTAIN

THE HOME OF Mr. and Mrs. B. F. Ballinger at 530 Fifteenth Street, San Pedro, was the scene of a delightful bridge party recently with Mrs. H. Halverson, Mrs. J. A. Robertson, Ballinger and Art Waite making the high scores of the evening.

A luncheon was served during the latter part of the evening. The invited guests included Mr. and Mrs. A. L. Waite, Mr. and Mrs. John Marshall, Mr. and Mrs. J. A. Robertson, Mr. and Mrs. Robert Lee Bryan, Mr. and Mrs. E. S. Scarborough, Mr. and Mrs. W. L. Davis, Mr. and Mrs. H. Halverson and Mr. and Mrs. George Aitkenhead.

Mr. Ballinger is local agent of the Union Ice Company.

THE "SEA RANGER," new purse-seiner owned by Pete Dragich and described fully in the October issue of WCF, was iced by the Star Fisheries on October 22, provisioned and otherwise made ready for cruising off the Mexican coast.

This vessel embodies many new and modern improvements and is designed for maximum efficiency throughout. Captain Pete Dragich, Junior, is master.

**TACOMA FISH AND  
PACKING COMPANY**  
WHOLESALE SHIPPERS OF  
FRESH, FROZEN AND SMOKED FISH  
Specializing in Puget Sound Salmon  
127 DOCK STREET  
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OYSTER CO.**

Established 1893

Growers and Wholesale Shippers  
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Famous Fresh Olympia  
Oysters, Clams and Pacific  
Indian Rock Oysters

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OLYMPIA, WASHINGTON

E. J. WHITMAN, President  
**Haines Oyster Co.**  
Est. 1892  
Largest shippers of Shellfish  
on the Pacific Coast

Puget Sound Scallops, Shrimpmeat,  
Crabmeat, Olympia Oysters, Rock Point  
Oysters, Deep Sea Crabs, Clams  
and All Other Shellfish

Quality Always

Pier No. 12

Telephone Main 6800  
SEATTLE, WASHINGTON

FRIENDS OF Mr. and Mrs. Ralph P. Kemmerer of 1334 Pacific avenue, Long Beach, were shocked to learn of the recent death of five-year-old Robert W. Kemmerer. Entombment was made in the Forest Lawn Memorial Park Mausoleum, Glendale.

R. P. Kemmerer is assistant sales manager of the Coast Fishing Company of Wilmington.

## Edwin Ripley & Son.

Wholesale Shippers of  
FRESH, FROZEN and SMOKED FISH

1899—PIONEER DEALER—1930

Pier 12, Seattle, Washington

Karl I. Sifferman

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**Alaskan  
Glacier  
Sea Food  
Company's**  
HIGHEST QUALITY  
**SHRIMP MEAT**  
and  
**CRAB MEAT**

Can Be Procured from  
the following Seattle  
Fish Dealers:

San Juan Fishing & Packing Co.  
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Sound Fish Co.  
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Main Fish Co.

Packed by the Alaskan  
Glacier Sea Food Co.,  
Petersburg, Alaska

P. O. Box 1001, Seattle, Wash.



## COOPERATIVE SALMON SELLING FOR OREGON

"THERE IS talk of organizing a sort of cooperative selling agency for salmon," writes Charles Feller, wholesale fish dealer of Marshfield, Oregon, "in the hope that a more orderly method of distributing the various supplies from different points may be brought about." This is made necessary, Feller explains, because of a steady supply of salmon which the dealers have not been able to dispose of to advantage.

"Salmon has been more or less plentiful in southwestern Oregon. The rivers all along have been producing fish and the trollers are still, even now (October 20) bringing in quite good catches of the silvers. Trolling will be over shortly, however, and the supply of fresh salmon must come from the rivers thereafter."

This supply and the lack of demand has hurt the salmon market. "During the past ten days the wholesale trade has experienced one of the lowest markets for salmon since the war," states Feller. "Fortunately there appeared a strengthening of the market, and it is hoped that for the remainder of the season at least marginal prices will be obtained by the shipper." The dealers desire to prevent a recurrence of this condition, and believe that the proposed cooperative organization will aid in avoiding such experiences in the future.

"Halibut has been landed in fair quantity and sablefish has been plentiful," concludes Feller. "Ling cod (green ling) and snappers are now in better supply and the stock we are receiving is very fancy, being fresh and delivered daily to our plant at Port Orford, Oregon."

## SUNSET BUSY

"TRADE HAS BEEN GOOD this year, after taking into consideration the vast amount of fish taken from all the Oregon coast streams" says a report from W. A. Snyder of the Sunset Fish Company, wholesale fish dealers of Wheeler, Oregon. "We have had a good steady run of fish which have been of good quality. At this writing all producers in this district think that the bulk of the fish have passed for this year."

However, the annual appearance of chum salmon, followed by the winter run of steelhead, is about to begin, believes Snyder. Speaking of the number of salmon received, he states: "Our chinook salmon run this season was much below normal, but 'silver sides' have been about the same as the past year and most all of our fishermen have done well."

## MORE BOATS REPORTED

DUE TO an increase in the bait supply this year, writes Crad Meredith of the Newport Fish Company, Newport, Oregon, more fishing boats have operated out of that port and more catches have been brought in than last year. "We have handled more fish than last year. Halibut especially have had a good year," he writes. "None of the boats had any big trips, but during August we had a boat almost daily and some days as high as three."

"The outside run of salmon is about over," believes Meredith, "so that what we receive from now on will be inside river fish. From the present outlook there won't be a great many of them. We did not freeze any fish this year. The market was rather uncertain, so we sold them fresh."

The Newport dealer also states that he will have several boats fishing for scrap fish from Newport this winter.

## WHEELER CONDITIONS REPORTED TO BE GOOD

INFORMATION from the Nehalem Bay Fish Company indicates that there is a good supply of fish in Wheeler, Oregon. "Markets everywhere have been overstocked with a very fine quality of

silvers," states the report, which goes on to explain that this surplus in the fresh fish market has been caused by the closing down of Columbia River canneries.

Astoria canneries have large stocks of canned salmon on hand, but announce sales of considerable amounts during the past month. Although there has been a depression in the Oregon salmon market, indications are that sales will soon be on the increase. Chinook prices are holding fairly stationery, due to the fact that there are few fish of this species on the market.

"I have been so busy that I have almost had to secure an assistant," declares Mrs. H. W. Klein of the Nehalem Bay company.

J. W. ANDERSON, Mgr.

## WARRENTON FISHERIES CO.

Crabs and Crab Meat  
Oldest Crab Shippers in Warrenton  
WARRENTON, OREGON

## Nehalem Bay Fish Co.

H. W. KLEIN, Mgr.  
WHOLESALE DISTRIBUTORS  
Chinooks, Steelheads, Silvers  
and Bright Fall Salmon

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WHEELER OREGON

Telephone Broadway 3690  
J. F. Meehan, Manager

## PORTLAND FISH CO.

SALMON AND HALIBUT—Also Fresh,  
Smoked, Pickled Fish and Oysters  
All Orders Filled at the Lowest  
Market Price

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PORTLAND, OREGON

PACKERS OF THE FAMOUS



## NEWPORT FISH CO.

Crad Meredith, Manager  
WHOLESALE SHIPPERS  
Of Salmon, Halibut, Ling  
Cod and Snappers  
NEWPORT OREGON

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Wholesale Distributors of  
Columbia River Salmon,  
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Also all kinds of Fresh, Salt, Smoked  
and Pickled Fish, Oysters, Clams,  
Crabs, Etc.

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Telephone Atwater 3511  
PORTLAND, OREGON

## SUNSET FISH CO.

Wholesale Distributors of  
Nehalem Bay Chinook,  
Silverside, Bright Falls  
and Steelheads

Prices on Request  
WHEELER OREGON



## ROGUE RIVER CLOSING PLAN HAS OPPOSITION

THE PROPOSED amendment to the Oregon state constitution which would close Rogue River to commercial fishing has found strong opposition from commercial fisheries interests of that area. Roderick L. Macleay, in a recent address before the board of directors of the Portland Chamber of Commerce, asserted that all the facts about this proposal are not known to the public.

"A very small group of organized sportsmen are advocating the measure," declared Macleay, who charged that this group had been unfair in their campaign to close the Rogue. "They do not tell you that a great run of salmon—far more than went over the Oregon City ladder—passed over the Savage dam on the Rogue last year. They don't want these figures shown because it would weaken their case. The game commission has the figures and will not release them."

Those backing the measure let it be thought that commercial fishermen caught and sold steelhead to the canneries, explained Macleay. However, this is not the case, because a law prohibits the use of the winter run of sport fish for canning purposes and summer fish are too small to be of value to packers.

"Passage of the amendment would wipe out the livelihood of hundreds of people," concluded Macleay. "The sportsmen say that fishing is the lure that brings the bulk of tourists to Oregon. Why then do the records show that but 6600 fishing licenses were taken out last year by persons from out of the state?"

It is believed that if the Rogue River is closed it will affect other West Coast streams, since the action will set a precedent which may serve as a basis for similar campaigns in other areas.

## WEDDING INTERESTS MANY IN SAN PEDRO

A WEDDING of much interest in the San Pedro district took place Sunday afternoon, October 26, at the Mary Star of the Sea church when Gloria Milisa, daughter of Mr. and Mrs. George Milisa of 829 W. 5th Street, became the bride of Raymond Dragich, son of Mr. and Mrs. Peter Dragich of 858 W. 18th Street. The Rev. Father Eagan of the local parish performed the ceremony.

The bride was given away by her father; her cousin Clare Gabelich, acted as maid of honor. Other attendants included Anna Jurin, Madeline Gabelich, Antoinette Milisa and Pearl Kostencich, bridesmaids; Pauline Rafkin, Josephine Jasper and Marie Joan Gabelich, flower girls; Edward Grigich, ring bearer. Matt Dragich was best man, and Nick Katrich, Sam Bartello, Mitchell Zorich and John Carr acted as ushers.

After the ceremony close friends and relatives were received at the home of the bride's parents, where a wedding banquet was served. The groom is associated with his father in the fishing business on the boat "Sea Rider."

MORE THAN 62,000,000 chinook salmon eggs, enough to supply all of the 17 hatcheries of the Oregon state fish commission, were taken during the past year by state employees, according to High C. Mitchell, director of fish culture. More than half the eggs were secured from the Willamette river and its tributaries.

## NEW MEXICAN FISHERY CHIEF AT SAN PEDRO

CONCURRENT with the recall of Samuel G. Vazquez, formerly in charge of the Mexican fisheries office in San Diego, a change in directorship likewise took place in the branch office of the administration, maintained in the Fox Cabrillo theatre building at San Pedro. Eduardo Gutierrez, head of the San Pedro inspection during Vazquez' term in office, was replaced by J. Casillas.

Casillas is not an inexperienced importation from central Mexico, but on the contrary is a man well informed in fisheries administration, and in matters relating to the tuna industry in particular. He has seen service in San Diego where he was one of the Vazquez field staff, and hence personally is acquainted with all of the packers and vessels in the business.

Casillas already has formed his corps of assistants, these inspectors of "vigilancers" being captained by Emilio Peñasco: E. Ortiz, G. Lazo, Emilio Osorio and R. Elizondo.

## OYSTERS DEPLETED

EVIDENCE of serious depletion in the pearl-oyster beds of Pearl and Hermes Reef, 1,500 miles northwest of Honolulu, was secured by Dr. P. S. Galtsoff in a recent expedition financed jointly by the United States Bureau of Fisheries and the Hawaiian Government, with the cooperation of the United States Navy. Dr. Galtsoff and his crew spent six weeks at a camp on Seathest Island.

Besides ordinary hydrographic observations, quantitative studies were made to determine the effects of recent takes upon the abundance of the oysters. The divers made a number of investigations and brought up a quantity of the bivalves. From a study of these Dr. Galtsoff declares that the beds are badly depleted and that if measures are not adopted for their protection they will be totally destroyed within a few years. One-year-old oysters are nearly completely absent; this indicates that last year's set was lost through fishing operations during the 1929 season. This conclusion is based on the fact that young oysters attach themselves almost exclusively to the shells of the old oysters, so that when the large ones are taken the small ones perish.

Since the beds in Pearl and Hermes Reef are the only known pearl resources in the territory of the United States, Dr. Galtsoff recommends that the pearl fishery in those waters be closed until the beds reestablish themselves. To substantiate his claims, he has brought a good collection of shells and a number of pictures, both stills and moving pictures, for study in Washington, D. C.

THE WESTERN Enterprise Engine Company, Terminal Island, reports the sale of two 375-h.p. twin screw engines to the Union Oil Company. These engines will go into service on Union Oil steel tankers operating in northern waters. Two other engines installed on the tankers "Redline" and "Olinda" by the Union Oil Company have given exceptional service.

"THE THING that is holding up the whole development of the fish business is inadequate refrigeration. It is the curse of the industry right now. It is the thing that is standing between us and bigger business and profits"—A. M. Bentley, sales manager of the San Francisco-International Fish Company.

THE OYSTER industry is the most valuable fishery in the United States. It also is the greatest in tonnage.

Established 1914

**J. H. REEVES**

Wholesale Fresh Fish Broker

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**J. E. LAWRENCE  
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MERCHANDISE BROKERS  
General Sea Foods and Fish  
Products  
242 SALMON STREET  
PORTLAND, OREGON

**Chas. Feller, Inc.**



Wholesale Fish Dealers  
MARSHFIELD, ORE.



Salmon, Shad, Crabs  
and  
Canned Crab-Meat

Exclusive Dealers of  
BANDON SPECKLED TROUT  
Your Business Solicited  
Prices Quoted on Request

**Coast Fisheries**

REEDSPORT

OREGON

# OUT OF THE MAIL BAG

**CRAD MEREDITH, manager Newport Fish Company, Newport, Oregon, October 21, 1930:**

"There is only one thing wrong with your paper. It doesn't come out often enough. You should have at least two a month, and it surely is newsy. As soon as it comes I just start at the first page and read it through and then I know just what is going on in the fish industry. So keep up the good work, for it is just what we want and is getting better every issue."

**MALIO STAGNARO, manager, C. Stagnaro Fish Company, Santa Cruz, California, October 17, 1930:**

"Over a month has passed since I received the wonderful writeup you gave my father and other members of our family. I want you to know I can never thank you for the great true story that you wrote about my father. I, myself, and many other Santa Cruz people to whom I have shown the article, have enjoyed reading it many times over. It finally reached The Santa Cruz Morning

Sentinel, where a copy of the story was run in the paper. My father and all of us have been congratulated on the way he has stood the hard life he has been through and we have been asked to congratulate you." —WCF—

**THOMAS CHILDS, Rocky Point Fisheries, P. O. Box 39, Rowland, Arizona, October 16, 1930:**

"Please find check enclosed for renewal of my subscription. . . . I enjoy reading your magazine very much and wish you great success."

TELEPHONE 5135

## S. LARCO FISH CO.

WHOLESALE AND RETAIL

FISH DEALERS

214 STATE STREET

SANTA BARBARA, CALIF. 10-18-30. 192

The West Coast Fisheries  
San Pedro, Calif.

Gentlemen: Attention Wiley and Chute

We have noticed in your September issue an editorial about the new Commissioner in San Pedro. Now let us tell you that Mr. Lyons is an able man and knows more about Commercial Fisheries than lots of people give him credit for. We have known Mr. Lyons for a long time and he is certainly working for the interest of the Commercial Fisheries and what he says is not a mistake. He is willing to give any man or fisherman an even break if they are first offenders.

The Associated Sportsmen did not put Mr. Lyons in his new position. He was transferred to San Pedro by the Executive officers. Now please publish this letter for us and as far as fishing is concerned, it is very poor. Few lobsters up to this time but expect plenty next week.

Yours truly,

*S. Larco Fish Co.*  
*By Frank Larco,*

## F. E. BOOTH COMPANY INC.



Packers of  
**California  
Canned  
Sardines**



**FRUITS—ASPARAGUS—VEGETABLES  
SHAD ROE**

Canneries at Monterey, Pittsburg, Centerville

## Fresh Fish Specialists

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If Your Customer Demands Quality—There is Only One Solution

## CAL-REY Brand



## California Sardines

Also Packers of  
Custom and Feature brands

## Custom House Packing Corporation

MONTEREY, CALIFORNIA

"The Sardine Port of the West Coast"





Principals in the recent opening of a Los Angeles branch of the Los Angeles Fish and Oyster Company of San Pedro. In the center is Giosue Di Massa, president and general manager of the company. The others are Frank Glynn (left) and Jack Di Meglio, associated with Di Massa.

## San Pedro Firm Opens Branch

THE LOS ANGELES Fish and Oyster Company of San Pedro have opened a new wholesale distributing business in Los Angeles with Harry F. Deyo as manager. The branch will be known as the Southern California Fish and Oyster Company and is located at 820 Birch street. A staff of five men, with three trucks for delivery service, makes up the personnel of the organization.

"Coming expansion in the fresh fish business and a resultant increase in the present market has made us decide that

this office will fill a real need in Los Angeles," stated Giosue Di Massa, manager of the Los Angeles Fish and Oyster Company of San Pedro. A modern refrigeration plant, prompt service and a variety of choice fish are the reasons for Di Massa's optimism. "We received orders before we were actually open for business," he said.

Di Massa established his firm in November, 1929, after a long period of experience in all phases of the fresh fish business.

The finest, most consistent and most uniform run of sea bass in nine years is reported off San Diego by Coburn Maddox, Bureau of Fisheries representative. Catches this year were larger than the combined totals of the past two years. The truly remarkable feature, however, is not the increase in numbers but the constancy and uniformity of the fish.

Few lobsters are coming into port, but those which can be secured find ready sale. Sword fish are coming in in larger numbers, one boat having a cargo of 14.

### MRS. BRUINGTON DIES

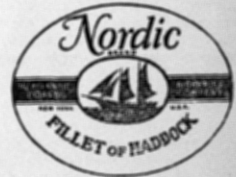
THE MOTHER of Carl Bruington, Captain of the Star and Crescent tug "Palomar," passed away on October 28 in Los Angeles. Mrs. Bruington was in her eighties and had been ill for some time.

Mr. and Mrs. Carl Bruington will leave for Los Angeles for the funeral immediately after the latter's arrival in San Diego.

THE TOTAL PACK of salmon in Canada for 1930 is estimated at over 2,000,000 cases. Prices on canned salmon in the Dominion are reported to be firm, but sales are slow.

ROBERT HORNE PATERSON, an early operator in the fishing industry of the West Coast, died recently in Vancouver, B. C., at the age of 76. Paterson, a native of Scotland, was for a long time associated with the firm of Bell-Irving and Paterson. On dissolution of this company, he entered the canning business in which he was engaged until ill health caused his retirement.

Now! You can buy direct from  
the Producer—



## SILVER SEA BASS

The Pacific Ocean's Finest Fish  
Car lots and L. C. L. shipments  
Ask us about this wonderful fish

The  
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We Produce  
Mullet, Spanish Mackerel  
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MONTEREY, CALIFORNIA

PLANTS AT MONTEREY AND  
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*Packers of*  
**FANCY SARDINES, MACKEREL  
AND TUNA**

**B B B Coil Chain**

B B B Grade is a close link carefully made and tested. Very flexible, strong and durable. May be used for ordinary lifting. Furnished in black finish.

Trade Size Inches	Size Material Inches	Inside Length Inches	Inside Width Inches	Links per Ft.	Weight per 100 Ft. Pounds	Breaking Test Pounds	Proof Test Pounds	Safe Working Load Pounds
5/8	3/4	4 1/2	5/8	15 1/2	43	2600	1300	650
3/4	7/8	4 1/2	5/8	14	78	4500	2250	1125
7/8	1	4 1/2	5/8	12	115	6800	3400	1700
1	1 1/8	4 1/2	5/8	11	166	9300	4650	2325
1 1/8	1 1/4	4 1/2	5/8	9 1/2	220	12500	6250	3125
1 1/4	1 1/2	4 1/2	5/8	9	295	16500	8250	4125
1 1/2	1 3/4	4 1/2	5/8	7 1/2	350	20500	10250	5125
1 3/4	2	4 1/2	5/8	7 1/2	430	25000	12500	6250
2	2 1/8	4 1/2	1	6 1/2	615	35400	17700	8850
2 1/8	2 1/4	4 1/2	1 1/4	5 1/2	820	48000	24000	12000
2 1/4	2 3/8	4 1/2	1 1/4	4 1/2	1045	62000	31000	15500
2 3/8	2 1/2	4 1/2	1 1/4	4 1/2	1310	78000	39000	19500
2 1/2	2 3/4	4 1/2	1 1/4	3 1/2	1600	96000	48000	24000
2 3/4	3	4 1/2	1 1/4	3 1/2	1930	115000	57500	28750
3	3 1/8	4 1/2	2	3 1/2	2300	139000	68000	34000

Dimensions and weights are approximate.

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CANNED FOODS BROKERS

*Specializing in Canned Fish*

112 Market Street

San Francisco, Calif.

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**The New FRISCO STANDARD**

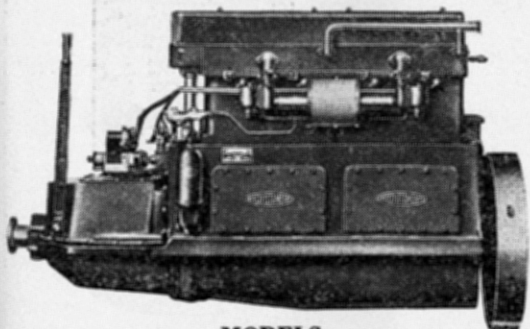
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A BETTER ENGINE - LOWER PRICE  
OLD RELIABILITY - NEW EFFICIENCY

Write for Details

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OAKLAND, CALIF.

*Dealers wanted where not represented*

## MODELS

DF 2 — 12 HP      DF 4 — 40 HP  
GK 2 — 25 HP      GK 4 — 70 HP



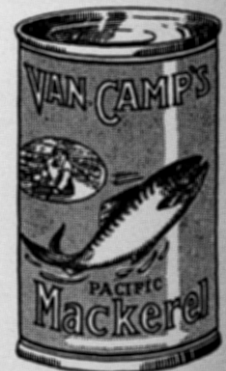


*Quality*  
**Made Our Brands**  
*Famous*

Sold by Leading  
 Grocers Everywhere

**Van Camp Sea Food Co., Inc.**

Terminal Island, California  
 U. S. A.



# Sockeye Fishery Fate Undecided

(Continued from Page 17)

Men who are interested in other branches of the fisheries industry on the west coast also are advocates of the immediate and unqualified endorsement of the treaty proposal. Action on several suggested measures and agreements, considered to be of great importance to various western commercial fisheries, has been delayed pending the outcome of the sockeye negotiations. Two or three years ago a scheme for cooperative marketing of troll-caught fish was proposed. This plan has neither been adopted nor refused, largely because its proponents wish first to see what happens to the salmon

treaty. Other evidence of the effect of this delay were noted in the meeting of the Pacific Salmon Federation some months ago at Stanford University.

## Last Alternative

There remains, then, the adoption of the sockeye treaty in its entirety. Only one apparently powerful argument has been advanced against this step. Opponents of the measure point to the 1930 pack of sockeye, which has reached a total of more than 400,000 cases (the largest since 1917), and declare that it disproves the contention that there is

immiment danger of depletion. United States Bureau of Fisheries men explain, however, that so many other factors enter into the size of packs that totals will not serve as true indications of abundance in this fishery. Moreover, so large a run will serve to increase the number of fishermen, especially in 1934 when the 1930 cycle will return. Unless measures are taken to preserve the salmon from these added attacks upon the runs, students of the fishery believe that the result can only be annihilation of the industry.

## Alaska Salmon Pack Increases

SUBSTANTIAL INCREASE in the run of pinks in Southeast Alaska and decline in the quantity of reds in waters farther north are outstanding features of the 1930 salmon season.

Preliminary reports of the output of canned salmon indicate that the 1930 pack will approximate 4,875,000 cases, as compared with 5,370,159 cases in 1929. The total on August 31, 1930, was 4,839,500.

### Variations Noted

The season has been characterized by market variations in the several regions. Bristol Bay, the most important area in the production of red salmon, had the smallest pack since 1890, while in the Chiknik district the pack was much reduced. In the Kodiak area the salmon run was light, and in Prince William Sound the pack fell somewhat below that

for 1929. To offset this, increases in the pinks have been noted for the Alaska Peninsula and Cook Inlet areas, as well as Southeast Alaskan waters in general. Comparing the preliminary figures of 1930 with the totals for 1929, the pack in southeastern Alaska increased 38 per cent; in central Alaska there was a decrease of 27 per cent; in western Alaska the pack declined 64 per cent.

For all Alaska the pack through August, 1930, shows a decrease of 9.9 per cent from the previous season. It is expected that this percentage will be materially reduced when the 1930 fall totals are included.

The following table gives this year's totals to August 31, together with the totals for 1929 and the average for the five-year period from 1925 to 1929, inclusive, for purposes of comparison:

Species or district By Species	1930 Aug. 31, Pack,	1929 pack Total,	1925-1929 Average,
Cohos .....	217,400	171,956	217,432
Chums .....	588,000	864,512	869,829
Pinks .....	3,144,500	2,571,657	2,445,723
Kings .....	57,000	72,107	59,822
Reds .....	832,600	1,689,927	1,634,996
<b>Total .....</b>	<b>4,839,500</b>	<b>5,370,159</b>	<b>5,227,802</b>
By Districts			
Southeast Alaska .....	2,892,000	2,101,211	2,397,004
Central Alaska .....	1,526,400	2,084,503	1,698,768
Western Alaska .....	421,100	1,184,445	1,132,030
<b>Total .....</b>	<b>4,839,500</b>	<b>5,370,159</b>	<b>5,227,802</b>

## "UTE" SALES LARGE

THE MARINE HARDWARE Company, San Pedro, reports activity in the sales of waterproof clothing in anticipation of the winter rainy season. This company distributes the "Ute" line of waterproof garments, manufactured by the Utility Garment Corporation of Philadelphia.

In addition to its regular water and wind-proof clothing, the "Ute" line features a combination cover-all life-preserver suit. This suit has Talon fasteners down the front. The life preserver feature consists of two compartments in front and one large compartment in the back holding eight tubes of rubber filled with Kapoc. The rubber tubes are vulcanized and easily removed for laundering. With this suit other life preservers are unnecessary.

All "Ute" garments are equipped with Talon fasteners.

## HAS NEW FEATURES

THE NEW "Sea-Clo" water closet, said to be the largest and most efficient of its type, is on exhibit at the Marine Hardware Company store, San Pedro. All the working parts of this new closet are out of the way behind the cylinder and yet are completely accessible. The invisible vent is an added feature, as it prevents the undesirable "vacuum kick." Another point of superiority is the "tee-handle shut-off," which opens full in less than a turn and is easy to close.

The fixture is made entirely of bronze to prevent corrosion. Every closet is tested with water before delivery to the buyer.

## "Eat More Fish"—New Slogan

(Continued from Page 32)

"The trawler owners have undoubtedly lifted the fish trade out of the rut of business obscurity by the application of scientific selling methods," writes a subscriber to the English FISHING NEWS in a recent issue of that publication. "They have brought the word 'fish' before the notice of many millions of people who had hitherto read nothing about it and

who knew little about it."

### American Advertising

Fortunately, the American fisheries industry does not need the example of its British friends to learn the value of advertising. American business men have discovered by experience that the time to inaugurate a publicity campaign is the time when business is not at its best. The

recent activities of the Associated Salmon Packers (see WCF, September, 1930, page 109) are an example of American cooperative advertising on a large scale. Other branches of the fishing business are also increasing their appropriations, realizing that wise advertising will bring them greatly-increased profits.

IF ALL EGGS could be hatched to maturity, descendants of a single pair of Delaware Bay oysters would compose, in ten generations, a mass 12 times as large as the earth.



# Union Ice Heads Fete Fish Men

(Continued from Page 35)

many of which are but little utilized at present. He stated that he saw in the refrigeration facilities an opportunity to popularize all of the edible sorts, especially with folk living inland. By this means the fishing strain would be relieved from the few species now standing the brunt of the fishing, and conservation furthered. "Quick-freezing is apparently the way," he concluded.

H. E. Luby, salesman of the Sebastian-Stuart Fish Co., Seattle, responded to Ballinger's request for remarks by telling that his extensive company last year froze 6,000,000 pounds of fish.

"Of this amount every ounce was marketed in prime and perfect state, with the sole exception of perhaps 5,000 pounds that we ourselves classed as inferior. The point always to keep in mind is that poor fish is not improved by freezing," he adjured. "The custom used to be to freeze spoiling fish in order to save it, but this ruinous practice has been discontinued today." Indicating the vast population resident in the Southland, Luby concluded with saying that California needs facilities for quick-freezing and warehousing frozen fish.

Others who spoke before the gathering were Donald H. Fry, Jr., of the research staff of the State Fisheries Laboratory, S. P. Stambuck of the Fisherman's Co-operative Association, Vincent Zankich of Zankich Brothers, John Ivancich of the

Standard Fisheries, W. M. Kondo of the Pacific Coast Fish Co., Salvatore Di-rocco of the California Fish Co., and a number of other dealers.

## \$35,000 Invested

E. L. Nelson, chief draftsman of the Los Angeles office of the Union firm, told the fish men that the new freezing unit was the best-made structure that engineers knew how to build.

"It is a concrete building, has a substantial roof, and is insulated with cork—the best non-conductor of heat of which we know," said Nelson. "We made many sets of plans before this one finally was accepted; the unit that has been built here is laid out in such a way that it can be extended and enlarged indefinitely. This is the best job that we have known how to build," he concluded.

At the time of the dinner the plant was not quite ready for commissioning, although the refrigeration machinery was in operation and the temperatures in the freezing and storage rooms down to working levels. It is believed that the institution will be prepared to handle fish by the tenth of November.

## The Roster

In addition to the men already mentioned as speakers, there were present the following fish merchants:

Sylvester Dirocco of the California Fish Co., J. Mineghino of the Independent Fish

Co., Jack Cuomo of the Ocean Fish Co., Paul A. Marincovich of the Pioneer Fisheries, J. C. Takii and T. Furukawa of the Mutual Fish Co., Ltd., G. Cigliano of the San Pedro Fish Co., Jack Deluca of the Los Angeles Fish & Oyster Co., of Los Angeles, and Giosue Di Massa of the Los Angeles Fish & Oyster Co., of San Pedro.

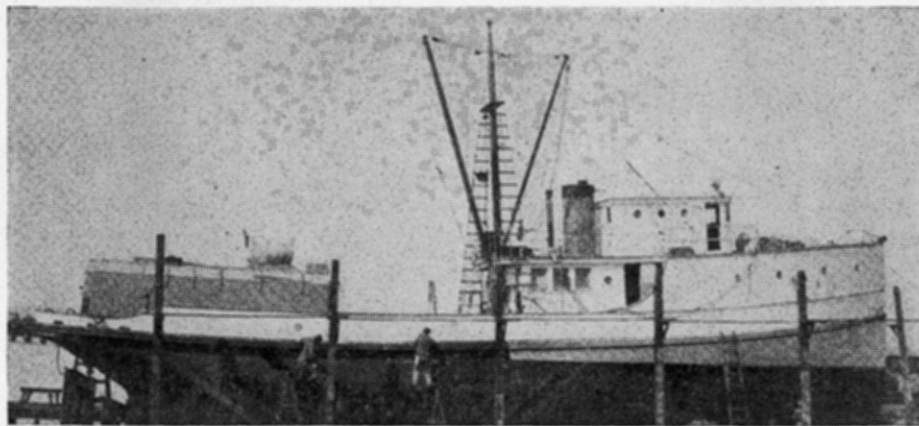
The Union Ice Co. group was composed of D. H. Fry, vice-president of the firm and superintendent of all of the company's plants south of Tehachape Pass; B. F. Ballinger, manager of the Harbor Division, which includes Moneta, Gardena, Torrance, Lomita, Harbor City, San Pedro, Wilmington and Terminal Island—he has charge of the new fish freezing plant, which is known to the company as "No. 29," as well as a second ice plant called "No. 54," which is a summer-time auxiliary located at 217 Lagoon Ave.; W. H. Harrison, chief engineer of "No. 29" having entire charge of ice making and maintaining proper refrigeration in the fish rooms; E. L. Nelson, chief draftsman from the engineering department of the Los Angeles office; R. L. Benson, chief engineer of "No. 9" at 660 Alameda Street, Los Angeles, who is a special engineer of the Testing Department—he superintended the starting up of the machinery at "No. 29"; Paul H. Armis and Wm. F. Keville, both engineers from plant "No. 9."



# THE UNION ICE COMPANY

# THE SAN DIEGO SECTION

SPONSORED BY, AND THE OFFICIAL PUBLICATION OF  
AMERICAN FISHERMEN'S TUNABOAT ASSOCIATION



*The "Emma R. S.," Captain Guy Silva's well-known tuna ship, on the ways of the San Diego Marine Construction Company, after a thirty-five day trip in southern waters. Installation of a larger ice machine, rearrangement of the interior and a repaint job on the hull are part of the improvements being made on the billet-header*

## Tuna Transportation Advanced

**R**OUGHEST TRIP this vessel ever experienced," declared Bob Bryant, fisherman of the crew of the "Emma R. S.," San Diego tunaship. "Blew great guns for a month straight—only four decent days out of the 35 we were out."

The famous billet-header entered its home port just prior to the middle of October, and after discharging its load at the Van Camp cannery, was hauled out on the railway of the San Diego Marine Construction Company. The crew at once became busy with bottom cleaning and the attendant repaint job, while a number of mechanics came aboard to change the interior plan of the ship in several important respects.

### Men Overboard

It was while this work was in progress that Bryant, above quoted, was interviewed. He told an interesting story of a month-long quest for fish that took the cruiser along leagues of coast where for days not a fin was seen.

"We scouted all over the ocean," he declared. "We cruised around in the vicinity of Magdalena, then went down to Cabo San Lucas and up into the Gulf as far as Los Frailes. There have been good catches made in that region, but all we got out of it was one fish—a yellowfin."

"Did you go out to Socorro or to the Alijos Rocks?" Bryant was asked.

"No, we worked the coasts, but did not play the ocean rocks," said he. "The rough weather kept up so that when we did raise tuna it was almost impossible to pole them aboard. That is how we nearly lost the Skipper—he and Jim Rouchleau were washed off the stern the same day. When those big waves came

aboard we were in water up to our necks. After Captain Silva was carried over the rail we all put on life-belts."

Fish having recently been plentiful, the "Emma R. S." was not provisioned for so lengthy an expedition. When the trip ran over beyond three weeks in duration, stores began to get low.

"We ran out of food and we ran out of tobacco," said the tunaman. "The Captain wirelessed north, and the "Continental," which was about to leave port, brought down stores and cigarettes. I tell you we were glad to see her coming!"

### Rearranged Interior

The winter season of long-distance tropical voyaging being now imminent, Capt. Silva is making such changes in his ship as will contribute to the comfort of the crew when traveling through the heats of the equator. The flooring in the T-shaped passageway through the house is being torn up, and a grating being supplied in its stead. Since this grating lies directly above the main diesel, the engine room hereafter will have a maximum of ventilation.

Foreseeing that engine room gases will arise through the passageway, all stateroom doors opening inboard are being sealed up, and new entrances to the quarters made from the exterior of the house. This has occasional a general rearrangement of bunks, lockers and other built-in furniture, all of which is being coordinated by a crew of ship carpenters.

Each stateroom has a large window, with a 10-inch fan seated in it, and the galley likewise is provided with forced ventilation.

"It may be that we shall go down to

Clipperton Island next trip," said some of the crew members. "Nobody has been there yet this year."

### New Ice Machine

Captain Guy Silva undoubtedly is foremost among the master fishermen of the Tuna Coast as the enthusiastic exponent of vessel refrigeration. Credit is due him for installing aboard his former ship, the "Lois S.," the first ammonia plant to have been placed aboard a West Coast cruiser. He also was the first captain to electrify his vessel, and was the first skipper in San Diego to recognize the admittedly superior qualities of the billet-head type of cruiser—the model that is certain to replace the earlier "Atlantic" style of vessel. As recently as last May he contributed a further idea to future tunaship design when he installed a small auxiliary ammonia compressor up in the bows of the "Emma R. S.," under the forecandle head, in a part of the vessel where much space is wasted. The result of this happening was that he brought fares of fish into port so frozen into the ice in which they had been stowed in the holds that streams of warm water had to be played upon the mass in order sufficiently to thaw the cargo so that it could be broken out. An eloquent testimonial of the value, of Silva's new idea is evidenced by the fact that all of the most modern tunaships, recently completed in the several construction yards at San Pedro, have followed the southern skipper's lead by removing the ammonia compressor from the congestion of the engine room, to seat it separately and in convenient isolation on the deck, forward of the house, beneath the raised deck.

(Continued on Next Page)



Soon after Silva put the "Model 310" Lipman machine aboard he announced that he contemplated removing both it and the main 3-ton compressor, to replace them with a larger unit catalogued as the "Lipman Model 800." Subsequent experience caused him to amend these plans, so that when the cruiser was hauled out on the Marine Construction ways a different scheme was put into effect. Leaving the little auxiliary in its old location, he caused the 3-ton machine to be removed from the engine room and placed ashore. It was a 4-cylinder model, measuring  $2\frac{1}{4}" \times 2\frac{1}{4}"$ , which, although it had given eminently satisfactory service, had been proven too small for the requirements of the ship. A larger compressor of the same make was acquired in substitution for it, this being a 2-cylinder,  $4\frac{1}{2}" \times 5"$  plant rated at 5 tons capacity.

#### Installed on Deck

Grey Silva, son of the Captain, who constitutes a husky unit in his father's complement of fishermen, states that the new Lipman is not to be placed in the engine room, where the 3-ton compressor formerly was shipped. Instead, it is to be bolted to the deck on the port side of the bow, not far from the location of the 1-ton auxiliary. In this way all ammonia machinery is removed from the vicinity of the diesel plants, and since each is independently driven by its own individual electric motor, no inconvenience is occasioned by awkwardness in transmitting power to them.

"Up forward is the best place to put the ice machines," opined young Silva. "There is more spare room there than elsewhere, and they are more easily oiled and taken care of. It simplifies the main engine room, too."

#### Further Improvements

Ammonia piping is being installed in the bait tank and in both bait wells of the "Emma R. S." Alva V. ("Al") Hoine, installation engineer of the West Coast Gas Engine Company, distributors of Lipman ice-making machinery, was at hand immediately that the vessel came out of the bay, to commence putting in the new lines.

"Captain Silva had some ammonia piping in these bait containers before," advised Hoine, "but they were inadequate. We are now installing 400 feet of special, extra-heavily-galvanized 1-inch pipe in the bait tank, and 200 feet of the same kind of pipe in each bait well. All of the joints are being welded by using a special non-oxidizing rod, and besides that we are tinning the outside of every weld as additional protection against rust."

When Hoine was asked about the part that the small auxiliary would play in the future operation of the ship, he explained that it would normally be used to refrigerate the shaft alley and the two bulkheads.

"However, each tank, well, hold or other section of the vessel can be cut out and handled separately by whichever machine the Captain pleases," said Hoine. "All of the controls have been centralized in one spot—in the alley, which is the last hold space to be filled with fish—so any desired apportionment of the load can be made. If the 1-ton plant should break down, its load could be cut in on the main compressor line, and should the main compressor go out of commission, the little 1-ton could be loaded up, and made to hold the fish until the ship could make port. They both insure each other, if you want to look at it that way."

It is told that when the "Emma R. S." came in with its last fare the cargo was over-refrigerated. A day's time was lost in thawing the tuna out of the bins, but much consolation was derived from the fact that not one fish was soft or even suspected of taint, albeit the ship had been out more than a month. Silva says that he is going to cut off the compressors when one day out, and so simplify his unloading problem by letting the solidly-frozen interior soften somewhat.

**TOTAL LANDINGS** of Chinook salmon in the Puget Sound area during 1930 totalled 11,105,523 pounds.

**THERE WERE** 417,931 pounds of chum salmon produced in the Puget Sound district in 1930.

## SAN DIEGO LOBSTERMEN WANT CLOSED SEASON

DOMESTIC LOBSTERING began at San Diego on October 15, when a total catch of only 850 pounds came to the Fishermen's Wharf. This was the weakest commencement of a season that is remembered.

Gus Paulus, Greek, who is recognized as one of the canniest "bug" trappers in the port, declares that the crayfish are being caught too rapidly, and that a closed season of two years' duration should be imposed immediately. Paulus is owner of the trap-boat "Mytilena," which during its long and productive career has freighted many tons of the valuable crustacean into the estero that lies on the sunny side of the Point Loma head.

"Almost 90 per cent of the lobsters left on our local grounds are just a trifle shorter than the legal limit," says Paulus. "We ought to give them time in which to grow up and get large enough to be really worth catching. A year or two would do it."

Dick Johnson, who has been described as "the best American lobsterman in San Diego," has quit the business entirely because of the small size of the fish. Harry Blaine, another professional, likewise has given up the fishery. Last year these two brought their traps and camps into San Diego about middle January, saying that they had determined to leave off their efforts, since practically their total catch had to be returned to the sea because of being under-sized.

"Those boys are right in what they are telling you," states Lateen Jim Oliveri, veteran sail-boat mariner who has fished off the Coronado strand since before gasoline engines were invented. "If we don't stop catching all of the little ones, soon there won't be any left."

### —SD— JOHNNY WARFIELD ILL

"JOHNNY" WARFIELD, an old-timer in the fish game and for many years an employee in the Union Fish Company, San Diego, is seriously ill at his home on Columbia street.

## Mexican Lobsters Delayed

MUCH UNCERTAINTY has been occasioned in the San Diego lobster industry by the sudden removal from office of Samuel G. Vazquez and subsequent delay in the appointment of his successor. Operators who normally put run-boats into service and establish a series of camps along the Baja California coast have been left wondering with whom they are to deal, and under what conditions.

On October 16 the matter of legal fishing seasons definitely was fixed by an order from Mexico City which was transmitted to the trade by Engr. Ignazio Romero, inspector general of the Mexican governmental department of forestry and game. By these advices the lobster seasons were altered somewhat from what they have been heretofore, the opening and the closing dates being retarded two weeks.

#### Two Zones

Mexico considers the Baja California coast as constituting two separate fishing zones. The northernmost extends from the international boundary to Lat. 29; the

southern area reaches from that point southward as far as fishing is practiced. Last year the dividing point was the Sacramento Reef, but by the present regulations the boundary has been shifted somewhat.

During some time past, Mexican lobstering was allowed to commence on October 15, at the same time that trapping began in California. This year, however, no fishing will be permitted even in the northernmost Baja California district until November 1. South of Latitude 29 the trapping cannot commence until the first day of December. Closing dates have been retarded, correspondingly, however, so that the total length of the fishing season in each locality remains the same as in the past; these are March 1 and April 1, respectively.

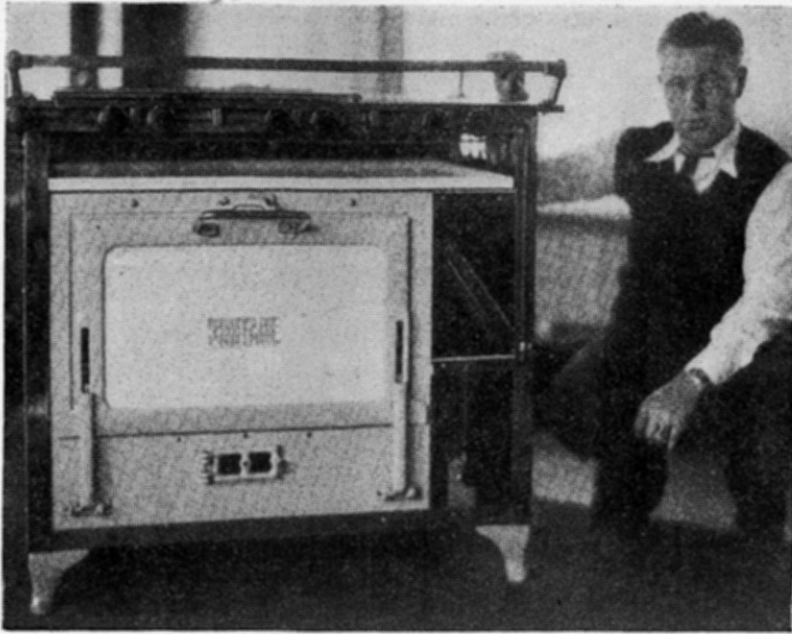
#### Explains Reason

Engr. Ignazio Romero explained the attitude of the Mexican commission by stating that the farther south one goes, the later in the season the lobsters become prime. In California waters summer is definitely past in September, but

along the coast of Mexico temperatures remain high until far into the autumn months. It is explained that lobsters are weak and of poor vitality until cool weather comes, and if catches are made early in the season an unjustifiably high proportion of the animals perish before market can be reached. As an instance in point it is told that on one day early last fall a maximum of 6,000 pounds of Mexican lobsters arrived in San Diego dead. The Mexicans are seeking to reduce this needless loss by postponing the fishing, until such time as the crustaceans have gained strength, and have developed a hard shell and such resistance as is equal to the ordeal of the long northward trip.

San Diego operators estimate that seven or eight tenders will be employed in the Mexican lobstering this coming season. The opinion is being voiced that probably some sort of association of clearing agreement will be formed this year, whereby each firm will subscribe to a definite percentage of the total catch, no matter by what tenders the lobsters are brought to port.





Lloyd F. Lofgren beside one of the new Protane bottled gas ranges designed especially for use on fishing vessels. The marine model, No. 122, is so made that rust or corrosion is impossible

## New Tuna Ship Stove Designed

**R. T. UPJOHN** of San Diego, in conjunction with the cook of the tuna ship "Sacramento," has invented a new model stove. Upjohn is agent in his port for the Protane line of stoves and ranges, all of these being fuelled with Protane Bottled Gas. Naturally, therefore, the new creation is an addition to that line, and will be fed with the compressed gas which has such wide popularity among the fishing boat owners.

"This is the first stove of its kind ever made," says its inventor. "We have catalogued it as our Special Marine Model No. 122. I'll tell you how we came to build it—"

### Crews Getting Big

"When we commenced selling stoves, the fishing craft all were small. Of late, however, they have been enlarged in size until the old models of stoves have become inadequate; some of these tuna ships carry crews of 15 or 20 men. Our factory being inland, sea requirements have not been easily understood, and the need to keep pace with the size of the ships built has not been properly appreciated.

"The whole subject was gone over thoroughly when the cook on the 'Sacramento' demanded of Captain Dennis Santos, a six-burner Protane range," recounts Upjohn. "The skipper was willing, but refused to install anything in the galley that would rust. I had been contending for white vitreous enamel all along, and when this specific demand

arose, the factory agreed to accede to our requirements by using the superior material."

### Specifications by Wire

"Vitreous enamel is a kind of glass, you know," explains the agent, "so of course it cannot rust. The cook insisted on six top-burners and a large oven while Captain Santos wouldn't have anything but the white enamel, so by putting the two requirements together the No. 122 was created."

When the stove had been schemed out, its specifications were telegraphed to the factory at Erie, Pennsylvania, where it was rushed through as a special order. Arrived at San Diego, it was found to weigh 340 pounds. Its price is \$275, this amount including two drums of Protane gas.



**Marine Electricians**  
**WESTINGHOUSE**  
ELECTRIC MOTORS  
Power and Light Wiring  
**California Electric Works**  
San Diego, California  
420 Eighth St. Main 2145

"This 'No. 122' has an enormous oven for a stove its size," declares its designer. "In it 20 large loaves of bread can be baked at one time. Three long burners provide heat, and any kind of baking or roasting can be done in it. Its inner surfaces are lined with vitreous enamel of dark blue shade; it is so insulated that very little heat is radiated from it."

"There is not one piece of rustable metal in the whole stove," avers Lloyd H. Lofgren, of the Protane agency. The corners are bound with monel, the drip pan is of vitreous enamel, and the burners and hot-plate are of steel alloy that will not corrode.

"And as to the hot-plate, it is 20" x 20" and has raised edges. All drainage from it is carried away through a hole in one end of it, there being a small pipe to conduct the grease and juices to the exterior of the stove," states Lofgren. "Another convenience for the cook is that the deep drip-pan is fully six inches below the burners. And a damp cloth cleans the whole stove in four minutes' time."

A large warming oven occupies the right end of the stove, above the valves that regulate the oven burners. Brass storm-rails surround the top of the "No. 122," these being supported by strong brass brackets in each of the four corners.

"The 'San Salvador,' now building in the San Pedro yards of Al Larson, already has ordered a duplicate of this first 'No. 122,'" Upjohn announces. "The 'San Salvador' will be ready for commissioning some time in February."

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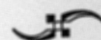
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## "MARIPOSA" WRECKED ON SAN JOSE ROCKS

THE "MARIPOSA," San Diego abalone fishing boat owned by Shim Shibata of San Pedro, is reported a total loss. The vessel, manned by four Japanese and one Mexican, was homeward bound with a cargo of dried abalone meat on October 24, when it ran into a heavy fog and hit the rocks about three miles south of Cabo, San Jose, Baja, California, and was completely wrecked.

At the instance of Charles B. Briggs, San Diego marine surveyor, the United States Coast Guard cutter "Tamaroa," under command of chief boatswain Chas. Lucas, was dispatched to the rescue. The federal boat brought all but one member of the crew to San Diego on the morning of October 25, a Japanese being left to guard the cargo. On the following day the "Ryono" was sent to the "Mariposa" and fifty sack of the abalone meat was salvaged. An effort will be made to secure the engine.

The "Mariposa" was a 52-footer which formerly fished out of San Pedro. Gene Gregson, San Diego representative of the Gilbert C. Van Camp Insurance Company, stated that he believed the loss would amount to \$8,000.

## CAPT. SILVA EXHIBITS FILM

GUY SILVA, master and owner of the San Diego tuna ship, "Emma R. S.," carries a motion picture camera with him on his tropical expeditionings. During a year or two of eventful cruises he has accumulated a series of especially choice scenes, and these he occasionally exhibits to groups of interested citizens, meanwhile delivering an explanatory talk to help his audience comprehend the full significance of what they are seeing.

On the evening of October 16 the Captain showed 800 feet of tuna film to members of the Dutch Treat Club of San Diego at the close of a banquet served in the Electrical Building. He lectured during the running of the picture, and gained the vociferous applause of the diners, who at once applied to him for a future showing of the film.

The Dutch Treat Club is composed of electrical engineers. Silva has much in common with them, having long been recognized as the foremost navigator in the tuna fleet in the matter of employing electricity in fishing. It will always be remembered that Capt. Guy Silva was the first to change over from line-shaft machinery to all-electric principles, wherein each piece of equipment on the ship is driven by its individual electric motor.

## MEXICO OUTLAWS ALIEN NON-RESIDENT HUNTERS

MEXICO'S Secretaria de Agricultura y Fomento, by order taking effect October 15, closed large areas in several states of the Republic to non-resident alien hunters. Among the territory so closed are the states of Chihuahua, Sonora, Coahuila, Nuevo Leon, Tamaulipas and the Northern District of the Territory of Baja California.

Advices from San Diego state that influential agencies there are exerting themselves to induce the authorities in Mexico City so to construe this ruling that Americans belonging to the La Grulla Gun Club will not be denied the privileges and rights which have been theirs for so long. It is pointed out that this club was one of the earliest to go into Mexico from California, and develop a valuable sporting property there in the theretofore unused Laguna de la Grulla (Crane Marsh).

The new regulation has effect in the case of all American or other foreign persons aboard tuna ships or other fishing craft who might contemplate going ashore at Cerros Island, San Quintin or elsewhere along the northern reaches of the Baja California coast where deer and feathered game abound. All trespasses of this nature are henceforward punishable by severe penalties.

CLEM STOSE was the agent through which the McCaffrey Company, marine hardware dealers of San Diego, sold an Evinrude outboard motor to a group of Japanese fishermen who plan to take it to Mexico for use in the abalone business.

## "POINT LOMA" RETURNS ON FIVE CYLINDERS

THE "POINT LOMA" came in to San Diego harbor October 28 on five cylinders, having cracked one while on the Uncle Sam banks. Captain Manuel Perry secured assistance from Captain Manuel Rosa and the "Lusitania" during October 26 and 27 while his crew pulled the piston on the cracked cylinder, unfastened the connecting rod and thus got the engine in shape to run again. He came in under his own power.

When the "Point Loma" first broke down, it unfortunately drifted into the territory in which the "Patria" was fishing. It is a point with all good fishermen to keep off of schools that have been chummed up by other ships, but in this case, the "Point Loma" being out of control, the trespass could not be avoided.

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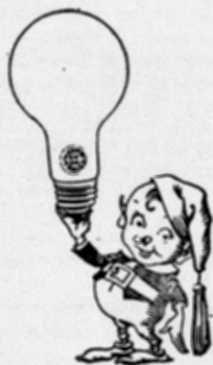
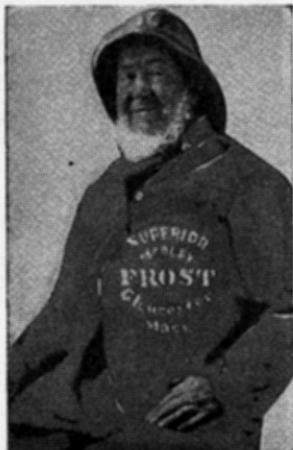
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# NEWS OF SAN DIEGO SHIPS

## VESSELS REPAIRED

DURING THE PRESENT run of bad weather off-shore, owners of fishing vessels have been laying up their craft for repairs in San Diego ship-building plants.

"Amor di Patria" had a paint job and some work done on the engine early in October. The ship left for the south during the latter part of the month, after having taken on a supply of ice from the Laurence Oliver ice crusher on Fishermen's Wharf.

Captain Manuel Rosa's "Lusitania" was laid up at the San Diego Marine Construction Company for a general overhaul job on the engine. After a 10-day stay in the yards, Captain Rosa loaded up his nets, took on a cargo of ice, and left for the banks on October 14.

The "Lois S" loaded up with ice at the American Fish Company's ice machine No. 4 on October 9 after a week at the San Diego Marine Construction Company. Captain John Steppeler gave the ship a new coat of paint.

General repairs to the cabin, a new paint job and repairs to the Fairbanks-Morse auxiliary engine brought the "San Joaquin" to the San Diego Marine Construction Company during the middle of October.

New Fairbanks-Morse auxiliary engines were installed at the San Diego Marine plant in the "Heston", Captain John Heston, and the "Emma R. S.", Captain Guy Silva. The "Heston" loaded 500 blocks of ice at the American Fisheries wharf on October 14 and left shortly afterwards.

The "Vasco de Gama" was in Campbell's shipyard on October 13 for repairs to the auxiliary engine. The ship rammed the Campbell dock, with no damage to the vessel and only slight injury to the wharf.

Other ships at the Campbell plant included the "Saint Veronica", new paint and general repairs; "Del Monte", engine repairs; "California", carpenter work; and "Taiyo", engine overhaul.

Still other repair work in San Diego included the following: "Supreme", engine trouble; "Sacramento", painting; "M. K. No. 1", a Japanese-owned vessel, repairs to the engine and some painting.

—SD—

THE "NEW LIFE", which had been leased by Louis Camillo of San Diego, was returned to its owner, Gachanimo of San Pedro.

—SD—

THE "OCEANA", under command of Captain Louis Camillo, was to have left for the lobster banks about the first of November.

—SD—

CAPTAIN M. GHIO brought in the "Olympic" with a full load on October 6, but reported that a huge swell crashed into his ship on the way in and split the pilot-house door in half. Repairs were made while he took on gas and oil at the Hercules Oil Company wharf. The "Olympic" left the following day.

## REPAIRS FOR TROJAN

THE "TROJAN", big tuna ship which is manned entirely by a crew of bachelors, was laid up during part of October at the Campbell slip in San Diego for repairs on the auxiliary engine. Captain Watanabe believed that this was a good time to have the work done, for, as he says, "high winds and rough weather, such as we have had recently, are very bad for the fishermen."

The "Trojan" was built in 1925 by the Al Larson Boat Building Company at Fish Harbor. It was formerly called the "Nisshin" and was built for Kabayashi Yokoyama and others as a sister ship to the "Enterprise". It measures 96 feet by 20.6 by 7.6. The "Nisshin" and the "Enterprise" were the first large tuna ships constructed in California.

Captain Watanabe and his crew of single men have made quite a name for themselves in the past with their large catches, and the skipper expects to do just as well in the future.

—SD—

ROUGH WEATHER has hampered the activities of fishing ships during October. Captains of the "Jo Zalezzi", "Olympic", "Stella di Genoa", "Santo Amaro" and the "Trojan" all reported that high winds and choppy surf have doubled the difficulties of their crews and made more effort necessary to secure full fares.

—SD—

THE "GLEN MAYNE", 128-foot tuna ship, came into San Diego early in October with a catch which was not large enough to pay for the cost of operating the vessel. Because of the consistently small fares which have been brought into port it is believed that the owners are contemplating offering the ship for sale.

Captain Collins, who has been in command of the cruiser since it was brought out from the East Coast, resigned his position upon arrival in San Diego. Captain Hansen, formerly of the "Del Monte", has signed on in his place.

There is considerable uncertainty concerning the future of the ship.

It is reported that Captain Burns of San Pedro has signed on the "Del Monte."

—SD—

## "WELFARE" LOST

THE "WELFARE" is reported to be a total loss, due to the wreck in Magdalena Bay on September 28.

The original crash tore the bottom of the vessel for a distance of three or four feet, but because the owners were unable to get the ship off the rocks in time, additional damage occurred, and the engine is the only part which has been salvaged. It was recently removed by the insurance company.

Further trouble for the "Welfare" has been caused by Indians of Magdalena Bay who have attached the engine. The Indians claim that they were promised pay in return for towing the crew into a port of safety.

## FAST TRIPS

FOR THE SECOND time in a month Captain M. O. Medina has brought the "Atlantic" into port in less than 12 days with a full load of tuna. He docked the big cruiser at the Hovden wharf on October 13 with a fare of tuna and skipjack, just 11 days after leaving San Diego.

Medina radiogrammed Friday, October 10, that he was on his way home. Since the "Atlantic" has a cruising speed of 12 miles per hour, it appears that the cruiser was over 500 miles from port when the catch was completed. When asked where he had been fishing, the skipper replied: "Just around the corner."

Half of the load, according to Inspector Balch of the K. Hovden dock was skipjack which averaged 25 pounds to the individual fish. The other half was yellowfin. The inspector declared that the skipjack was the largest he had seen in San Diego in 15 years.

—SD—

FRANK THEODORE, formerly partner of Captain Sousa of the steel tuna ship, "Orient", is now owner and skipper of the ship. Theodore sold his interest in the "Orient" to Sousa some time ago, but in the latter part of October repurchased his share and Sousa's as well. Theodore, who is known to his many friends as "Chico", is an excellent fisherman and is a popular member of the San Diego fishing industry.

Alfred Knutson, of Knutson's Nautical School, San Pedro, visited San Diego on October 24 to adjust the compass on the "Orient" prior to the sailing of the vessel on Saturday, October 25.

—SD—

RUSS SCHWARTZ, well-known marine electrician on Fishermen's Wharf, San Diego, is responsible for the installation of all electrical equipment on the "San Rafael", one of the outstanding tuna cruisers of California. There are six electrically-driven motors on board the ship, all of which function perfectly, according to the owners.

The equipment includes two 5-h.p. Westinghouse motors for the winches, one 3-h.p. bilge pump motor, 17 kilowatt generators and one 10-h.p. motor for the refrigeration.

Schwartz also built and installed the handsome switchboard on the ship.

—SD—

THE "CONDE VERDE" was laying in near the Star Machine Company wharf the latter part of October.

—SD—

THE "UNCLE SAM" came in on October 6 after being out 11 days with a capacity catch. Captain Albert Johansen reports a fast trip, the crew all well and the fish in fine shape.

—SD—

THE "ST. THERESE" left October 22 for the fishing grounds after installation of a V-belt drive by the California Electric Company. Frank Silva, Sr., is captain.





Eugene Gregson

### EUGENE GREGSON NEW VAN CAMP MANAGER

EUGENE GREGSON of the Gilbert C. Van Camp Insurance Agency, Inc., recently arrived in San Diego to manage their office in that city. Gregson has had considerable experience in the insurance business, having been with the San Pedro office of the Van Camp agency for some time. Since this office specializes in the insurance needs of the fisheries industry, although it furnishes all forms of protection, he is familiar with the needs of canneries, ship building establishments and fishing vessel owners.

Coming to the chief part of the tuna-fishing industry, Gregson has opportunity to secure a large volume of business. San Diego is the home port for a greater part of the large tuna fishing vessels, with resultant activity for canneries and construction plants. In addition to tuna cruisers, it has a fleet of smaller craft—lobster tenders, sardine purse seiners, sword fishing boats and market boats.

Gregson was born in Long Beach, California, in 1906. After having completed his public school education in the city of his birth, he went to Oregon State College, Corvallis, where he secured his bachelor degree.

The Gilbert C. Van Camp Agency, Inc., is one of the large organizations of that nature in Southern California and is equipped, both in experienced men and facilities, to give insurance service which should attract many clients to the San Diego office.

—SD—

THE "SACRAMENTO" arrived in San Diego with a short load of tuna early in October. It became necessary for the ship to return after but one day on the banks when the auxiliary engine broke down. Captain Denis Santos stated upon arrival that a new Fairbanks-Morse will be installed to take the place of the old engine.

—SD—

THE "CONDE VERDE" and the "Olympia" came in October 29 and docked at the Westgate Sea Products Company wharf. Captain A. Castagnola reported a capacity load, while Captain Matteo Ghio's hold was well-filled. Good weather was encountered on the trip.

—SD—

THE VAN Camp Sea Food Co. Inc., received good fares on October 28 and 29 from the "San Rafael," Captain Bill Pires; "Lusitania," Captain Manuel Rosa; and the "Funchall," Captain M. Freitas.

### IN NEW OFFICES

THE R. D. MAXWELL Buick agency is now in its new quarters at Broadway and State streets, San Diego, with an exclusive line of Buick automobiles. "These cars are the most beautiful we have seen in our many years in the automobile game," report officials of the company.

About 10 of the prosperous fishermen of the Southern California port are said to be good prospects for the Buick distributors.

—SD—

JOHNNY McCaffrey, of McCaffrey and Company, San Diego, reports that his firm is enjoying a busy season. McCaffrey company is a large marine hardware house.

—SD—

F. M. DRUMMOND, president of the Ingle Manufacturing Company, makers of the famous Ingle line of stoves for marine use, was named president of the Associated Manufacturers of San Diego at an election held in October. Drummond has long been a prominent California industrialist, whose business of manufacturing Ingle stoves and ranges is but one of several of his commercial interests in San Diego.

—SD—

NO LOBSTER PERMITS had been issued for Mexican waters up to the end of October, although many San Diego lobstermen were seeking to secure permission to begin fishing.

—SD—

CLEM STOCE reports that he is selling many Evinrude outboard motors for use on tuna ship skiffs.

### CENTRAL SHEET METAL WORKS

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Fishermens Wharf M-1477  
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Martin Newall, San Francisco

THE AL. ROBBINS Machinery Company dock was a busy place during the month of October. All the ways were filled with market fishing boats which had been brought in for repairs of various kinds.

—SD—

PROMINENT AMONG the exhibitors at the recent San Diego County Fair were the Texaco Company, the Union Ice Company and the Westgate Seafood Products Company. The Texaco Company loaned two public address systems to the fair officials for use in announcing events to the large crowds which thronged the grounds.

H. K. Shockey, Prop.

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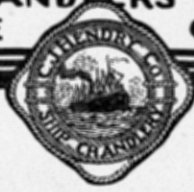
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SUPPLY HOUSE OF CALIFORNIA



*Mrs. Roland E. Frost (the former Miss Florence Maggio) and attendants at her wedding September 22 in Los Angeles. Pictured above are Miss Pauline Massa, Miss Mary Dodson, Mrs. Frost and Miss Margaret Dever. The bride is the only daughter of Mr. and Mrs. William Maggio of the C. J. Hendry Company*

## Daughter of Billy Maggio Marries

**M**RS. AND MRS. Roland E. Frost (nee Maggio), whose marriage was an important social event last September, have returned from a honeymoon spent in Washington and Oregon, and now are at home to their friends at 5602½ Santa Monica Boulevard, Hollywood.

Mrs. Frost is the only daughter of Mr. and Mrs. William Maggio of the C. J. Hendry Company of San Pedro. She was graduated from San Pedro high school, where she was a popular student and took part in many of the school activities. Following completion of a course at the San Bernardino hospital, where she received her diploma, Mrs.

Frost engaged in practice as a graduate nurse.

Roland E. Frost, son of Mrs. Lois Condon of Hollywood, is prominent among the young business men of the moving picture colony.

The wedding of the young couple was solemnized at the Holy Trinity church, Los Angeles, on September 22 at 5:30 in the afternoon. The Rev. Father Beary read the impressive ceremony before a throng of 200 invited guests. The bride wore a gown of white satin with a veil of rose point lace, and carried a bouquet of bride's roses and lilies of the valley. She was attended by Mary Dodson,

maid of honor, who was attired in pale orchid chiffon and carried yellow Talisman roses. The bridesmaids, Pauline Massa and Margaret Dever, wore deep orchid and had bouquets of pastel sweet peas. All of Mrs. Frost's attendants are San Pedro girls.

Harry Horts attended the groom as best man and Elmer Massa and Laurence Maggio served as ushers. The wedding march was played by Mrs. James Cruger.

Following the ceremony, a reception and wedding banquet were held at Palos Verdes Golf and Country Club, with 40 close friends and relatives as the guests.



## GOOD COOK AS WELL AS AN EFFICIENT MANAGER

WILLIAM MAGGIO, manager of the San Pedro store of the C. J. Hendry Company, recently demonstrated his ability as a cook when he served an Italian dinner to 175 members and guests of the Bilge Club (shipping fraternity of San Pedro) at the first fall dinner-smoker of the year. The enthusiastic throng filled the Elks Club auditorium to the doors.

The big hit of the evening proved to be the "movies" taken of members of the Bilge Club at the annual golf tournament and barbecue at Royal Palms last summer. Two talks which were delivered to an appreciative audience were given by J. C. MacQuiddy, marine superintendent of the Standard Oil Company and chairman of the club, and James Dodson of the Elks Club.

During the banquet music was furnished by Jose Aria's Spanish orchestra. Added features were the appearances of singers and dancers.

THE SALE of another "Shipmate" stove is reported by the C. J. Hendry Company. Roy Hogan is the purchaser, and the stove, a "Shipmate No. 10," will be installed in the 42-footer "Dawn."

FRIENDS and associates of Mrs. Margaret Carlson, assistant bookkeeper of the C. J. Hendry Company's San Pedro store, will be grieved to learn of the death of her father Pietro Fanucci who has been living at his daughter's home for the past six months.

Fanucci formerly had his residence at Riverside California where he was engaged in the poultry business.

THE C. J. HENDRY Company has recently become exclusive distributor for the Garlock Packing Company a firm which is well known to engineers. Garlock packing is available for every use from flax and asbestos to graphite and metallic. The line also includes twisted and braided packing for low and high pressure.

WOOLSEY'S COPPER OLEATE fish net preservative, which has been used with considerable success in northern waters, is recommended by its manufacturers as a chemical very easy to apply and, when properly applied, one which will keep the nets in excellent condition at a low cost. This preservative is obtained through the action of oleic acid on copper carbonate. Its method of manufacture has a great bearing upon the quality of the resultant copper oleate and in this lies the secret of the excellent results obtained by the use of the Woolsey product.

Woolsey's Copper Oleate is distributed by the C. J. Hendry Company at both San Pedro stores.

A NEW "SHIPMATE No. 72," the largest oven stove of this manufacture, has been installed on the "A. B. Carpenter" of the Franco-Italian Packing Company. Installation was made by the San Pedro store of the C. J. Hendry Company.

## OILASTIC FINE MARINE VARNISH

Serves best where the wear is hardest. Waterproofs and preserves the surface. Does not sun-check, crack, blister, or easily mar. Produces a tough, long-lived yet pleasing, velvety finish. Most effective for finishing and re-finishing of all kinds of hardwood and inlaid flooring and all fine wood finishes. OILASTIC is a firm and lasting finish for all woodwork and metal on SHIPBOARD. OILASTIC is proven the most effective coating against the action of SALT AIR, SEA FOG AND SALT WATER. OILASTIC effectively retains and protects color for a long period of time.

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# Officials Hope to Prophecy Fish Runs

SOME DAY, if studies now being made are brought to a successful conclusion, man will be able to decide in advance the date and quantity of runs of commercial fish, the size of fish making these runs, and locations of the best banks. That is the hope of members of the State Fisheries Laboratory, of the California Division of Fish and Game, who met with Dr. Tage Scogsberg of Stanford University October 6, 7 and 8 at the Hopkins Marine Station, Pacific Grove, California. The staff of the laboratory and the faculty of Stanford University are cooperating in and jointly financing an oceanographic study of Monterey Bay and other western waters in an attempt to learn more concerning the habits and life history of commercial fishes.

Informal discussions of the work occur frequently, but formal meetings, of which the Pacific Grove convention was one, are held only two or three times a year. At these sessions talks are given on progress made since the last gathering and plans are formulated for future work. There were nine present at the October session, four from the San Pedro district and five from the Monterey area. The Terminal Island members were W. L. Scofield, chief of the laboratory, Milton J. Lindner, G. H. Clark and Dr. Frances N. Clark, and Monterey's delegation included N. B. Scofield, head of the Commercial Fisheries Bureau, Eugene C. Scofield, J. B. Phillips and C. H. Godsil, with Dr. Scogsberg of Stanford.

## Value of Research

It is self-evident that if scientists become able to prophecy the appearance, quantity and quality of fish knowledge of this sort will be of inestimable value to fishermen. Not only will it result in great increase in fishing efficiency, but it will also enable canners and fresh fish

dealers to prepare in advance for busy seasons. Experts making these investigations have so far been unwilling to attempt prognostications for commercial use, but they admit that they are making progress in the direction of their goal.

## Stanford Investigations

The first session of the conference, held Monday, October 6, was devoted to reports by Dr. Scogsberg on activities of Stanford University faculty members and students in studying the life history of fish. Three Stanford students, Rolf Bolin, Joseph Wales and William Dill, are engaged in research on the habits of sculpins, rock cod and flat fish, respectively. Miss Lucina Stanford, also of the university, is investigating comb jellies or "sea gooseberries," which are known to devour spawn of commercially-important fish.

Investigations will also be made of the currents in Monterey Bay by Stanford research men. The fish and game commission patrol boat "Albacore" will be used in this work and special equipment for current readings has been secured. W. Galliher of the university, is making a survey of geological deposits on the bay floor which is expected to aid Monterey fishermen in the rock fish industry.

## Commercial Application

Following these discussions attention was shifted to work of government officials. Eugene Scofield spoke on spawning habits of California pilchards. He hopes to throw light on their future abundance as well as their location and movements. At present he is attempting to establish boundaries for sardine spawn, which he has found 195 nautical miles off the coast of California. He is also interested in learning the cause for variations in dates and location of spawning from year to year.

Dr. Frances Clark reported on sardine egg development, a subject closely related to Scofield's topic. The California pilchards disappear during spawning time; only 32 sardines which were mature or "ripe" have been found among the hundreds of samples taken from the seine-boats by workers of the Laboratory during the past six years. The activities of the fish during their reproductive period, then, are a mystery, and Dr. Clark is anxious to solve it. Knowledge of spawning habits will be of value in legislating to protect the commercial fisheries.

## Determines Age

Godsil reported on sardine age determination through study of the otoliths or ear bones of the fish. Lines on the scales are usually made the index of a fish's age, but the multiplicity of markings on sardine scales make such a practice too difficult to be reliable. Deposits on the ear bones due to development furnish a much more dependable basis of computation, believes Godsil, although this method is not infallible.

Fish are far more numerous in certain age groups than in others. Sizes vary with age, too; it is therefore important to know which age groups are likely to be in a certain location at a certain time, in order that fishermen and canners may be prepared in advance for the size of the catch.

The concluding meeting was given to a discussion of Milton J. Lindner's research in mackerel. The study has not been carried far enough to announce definite results, as the work was started only this summer, but Lindner has made several pertinent discoveries and it is hoped that location of the main spawning area of this commercially-important fish soon will be determined.

# Chemists Act to Protect Oyster Industry

WHEN LEWIS CARROLL wrote his famous poem, the walrus may have been the oyster's worst enemy, but that is not true today. Modern oysters, which are grown on the muddy bottoms of Long Island Sound, New York, suffer the most damage from parasites and starfish.

Man knows no remedy for depredations of periwinkles or cockle-drills; the only way to fight them is to remove the bivalves to an area which is not infested with borers. Starfish, however, are large enough to be combatted successfully, and scientists expect to eliminate them eventually.

## Starfish Eat Oysters

The reason why starfish are not popular on the oyster beds is that they consume millions of shell-fish during a season. They clamp themselves about young oysters and then exert pressure with their tentacles to pull the shell apart. For a time the bivalves are able to protect themselves, but they inevitably succumb and the starfish, by turning its

"Oh, oysters," said the carpenter,  
"You've had a pleasant run.  
Shall we be trotting home again?"  
But answer came there none,  
And this was scarcely odd, because  
They'd eaten every one.  
—The Walrus and the Carpenter.

stomach inside out, digests the oyster meat while it is still within the shells.

For some time managers of oyster farms have relied upon the method known as "starring" to keep the amount of starfish down to small proportions. Boats are employed which do nothing all day but drag mop-like rakes, called "tangles," over the beds. The rough bodies of the many-armed sea creatures stick to the strings, so that they can be drawn to the surface and destroyed. This system has undoubtedly reduced the number in Long Island Sound, but it has never been efficient enough to completely destroy the starfish, and losses to the oyster industry from this source are still considerable.

## Science to the Rescue

Now man plans to use chemistry to

solve his problem. Not content with the slow progress made by the old starring method, officials of the United States Bureau of Fisheries have been conducting some remarkably successful experiments in the use of copper sulphate as an anti-starfish toxin. In Cold Spring Harbor it was found that dragging bags containing the salt over tidal flats at the beginning of flood tide resulted in death to starfish. Tests have not yet been made in large areas covered by deep water, but it is expected that they will be as successful as the earlier trials.

That these new methods are securing results is shown by observations on spawning and setting in Long Island Sound. The germ-cell development has been retarded early in the season, the number of animals containing mature eggs is much reduced and the time of spawning exceptionally early. Repeated surveys fail to reveal swimming larvae and during September no starfish set either on the Long Island or the Connecticut side of the Sound.



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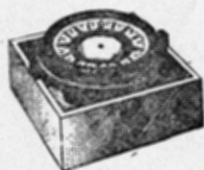


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San Pedro, Calif.

# Act to Remove Sportsmen's Fee

**A** MOVEMENT which has the appearance of being an attempt by sport fishermen to evade paying their just share of California state taxes has been started by Spence D. Turner, Los Angeles County game warden, and others. Turner explains that the action was begun as the result of a survey which indicated that the two-dollar license fee charged all those who fish from barges operating off Long Beach, Redondo, Hermosa and other ports, is seriously handicapping the development of sport fishing.

Every day an average of 860 men use the 16 barges now in operation. To those of this group who go out each week-end, says Turner, the two-dollar tax means little, because they fish so frequently that the charge is but a minor part of their total expenditure. But tourists, or others who only occasionally make excursions out to the fishing grounds, find this fee an important item.

Opponents to Turner's proposal (which category includes commercial fishermen

and other lovers of good government) do not begrudge the 14,000 tons of fish which these sportsmen are said to catch each year. They state that citizens ought to be allowed to go out and catch their own fresh fish, both for the pleasure secured from such activity and for the value of the food. If the license fee were so high that it prohibited this type of healthful recreation, there would be no doubt but that it should be removed.

But the license fee is not a prohibitive measure; it serves only as a just source of state revenue, and the quarter of a million dollars it brings in annually is used in large part to finance work in the Division of Fish and Game. Turner's group would charge each fishing barge a flat license rate—a method which would excuse individuals from having to purchase the two-dollar permits and which would not secure one-tenth of the income which the state enjoys under the present system.

At the same time that appropriations

for the Division of Fish and Game would be reduced, its work would greatly increase. The problem of what constitutes a barge would arise at once. Every man who had a hull of any kind from which to fish in salt water could claim that his craft was a barge. If he paid the barge fee, he could rent his craft to fishermen who did not wish to secure individual licenses and could thus line his pockets with money at the expense of the state.

Nor would the damage done to state revenue be confined to Southern California. The many thousands of sportsmen who catch striped bass, salmon and steelheads in the salt and brackish waters of the San Francisco region would also be excused from obtaining individual licenses, provided they fished from "barges." What the measure would amount to, finally, would be practical abolition of licensing for sport fishing.

Under the present system the commercial fishing men provide the greater part of the finances for conservation and improvement of the fisheries of the State of California. If Turner's projected plan were adopted, almost the entire burden would be relegated to the already overloaded shoulders of the fishing industry.

## San Pedro Fish Statistics

THE FOLLOWING table provides statistics for the catch of commercial fish in the San Pedro, California, district during September, 1930. All West Coast Baja California fish were delivered to Los

Angeles harbor with the exception of 153,395 pounds of bonito, 47,081 pounds of skipjack, 155,822 pounds of yellowfin, and 242,593 pounds of yellowtail. All of the Gulf of California fish were delivered to Los Angeles Harbor. Figures are pounds.

Species	Los Angeles County	Orange County	Santa Barbara County	West Coast Lower Calif.	Gulf of Calif.
Albacore .....	13,441	.....	.....	.....	.....
Barracuda .....	124,626	7	215	84,454	.....
Bonito .....	1,056,799	1,032	.....	649,987	.....
Cultus Cod .....	330	.....	.....	.....	.....
Flyingfish .....	3,460	.....	.....	.....	.....
Grayfish .....	30,344	3,133	30	.....	.....
Grunion .....	115	.....	.....	.....	.....
Halfmoon .....	4,219	.....	.....	.....	.....
Halibut .....	25,557	98	29,753	.....	.....
Kingfish .....	22,964	46	.....	.....	.....
Mackerel, Pac. ....	398,847	11,753	36	.....	.....
Mackerel, Horse ....	16,284	.....	.....	.....	.....
Mixed fish .....	3,199	63	37	.....	.....
Mullet .....	1,424	3,447	.....	.....	.....
Perch .....	7,977	20	.....	260	.....
Pompano .....	25	.....	.....	.....	.....
Rock Bass .....	13,828	11,916	.....	567	.....
Rockfish .....	87,966	1,488	.....	.....	.....
Sablefish .....	1,044	.....	.....	.....	.....
Sandabs .....	1,032	.....	.....	.....	.....
Sardines .....	10,312	200	.....	.....	.....
Sculpin .....	6,704	131	.....	.....	.....
Sea Bass, Black .....	9,218	3,614	.....	12,622	.....
Sea Bass, White .....	38,025	1,303	2,685	16,169	1,463
Sheepshead .....	36,593	155	.....	.....	.....
Skate .....	2,282	18	.....	.....	.....
Skipjack .....	457,136	2,778	.....	965,091	.....
Smelt .....	26,189	5,771	.....	.....	.....
Sole .....	4,451	68	45,295	.....	.....
Swordfish, Bb. ....	28,756	.....	.....	.....	.....
Swordfish, Marlin ..	15,832	240	.....	.....	.....
Tuna, Bluefin .....	178,140	.....	.....	.....	.....
Tuna, Yellowfin .....	322	.....	.....	1,568,600	.....
Whitefish .....	5,354	.....	.....	256	.....
Yellowtail .....	113,261	4,567	.....	694,185	.....
Cockles .....	3,738	.....	.....	.....	.....
Totals .....	2,749,794	51,848	78,051	3,992,191	1,463

THE "T S K," 28-foot fishing boat owned by M. Murakami of Terminal Island, broke down near Ensenada, Baja California. The coast guard vessel "253" was sent out in response to a distress call and, after a 24-hour search, found the "T S K" anchored 300 yards offshore a short distance north of Ensenada.

Murakami is understood to have purchased the boat quite recently. It is powered with an 8-h.p. engine and had a crew of three men aboard at the time of the breakdown.

—SP—

THE "CLEOPATRA" and the "Elvira" San Pedro fishing boats, were lifted from the bottom during September by derrick barges operated by Merritt, Chapman and Scott. The "Cleopatra" tore out part of its bottom on a ledge of rocks in Johnson's Cove, while the "Elvira" burned up at the Van Camp General Petroleum station at Terminal Island.

—SP—

NATHAN VAONEY, who with Glenn Vaoney operates the West Basin Boat Works in Wilmington, reports a busy season in which over a hundred fishing vessels received repairs in his yard. The owners plan additions to their facilities in December. The "Mañana," Catalina sword-fish boat, was up on the beach having a coat of paint applied to the hull during October.

—SP—

J. E. BAUER has taken over the Van Camp anchorage in the West Basin and plans to install a modern establishment for repairs to boat engines and hulls.

—SP—

THE "SAN SALVADOR," tuna ship under construction in Al Larson's yards at San Pedro for Manuel M. Medina, will carry one of the late models of Protane gas stoves when it starts out on its maiden voyage.

—SP—

THE "FREDA," a 44-footer belonging to the Harbor Boat Building Company, has had a 50-h.p. Bolinder diesel installed. The boat is being sent to San Francisco under a long-term charter as a party-boat.





# on watch

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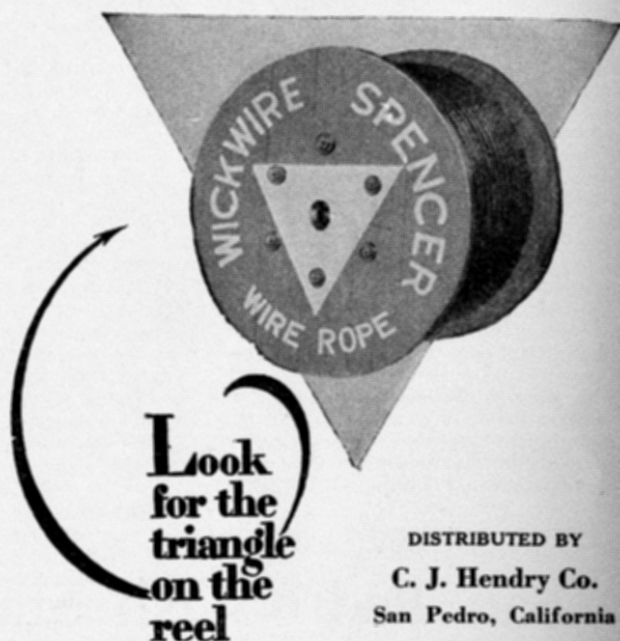
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*San Francisco, California.*

**C. J. HENDRY BASEBALL****TEAM IN SECOND PLACE**

**TIED FOR SECOND** place in the six-team commercial league, the C. J. Hendry Company baseball squad is making a name for itself in San Diego. On October 26 the Hendry diamond experts, captained by Joe Solgado, popular truck driver for the firm, upset the hitherto-undefeated Western Dairy Company team and thus proved themselves real competition for the best in the circuit. Previous to that the nine had been winning games with a regularity which bodes ill for rival clubs.

In addition to Solgado, who plays short-stop, the Hendry store is represented by Pete Grijalvo, clerk, who plays third base with skill and enthusiasm.

One of the most ardent boosters for the aggregation is Mrs. Mullen, San Diego secretary for the company.

"We won't be satisfied until our team is in first place," declares Mrs. Mullen.

**MISS RUBY TILLEY** has recently become associated with the C. J. Hendry Company in the position of cashier. Miss Tilley is a San Pedro girl, having been graduated from the San Pedro High School.

**PETE SABANO** of the order department of the C. J. Hendry Company believes he has discovered a new remedy for restoring hair to bald pates. The elixir is imported from Mexico and customers of the firm may expect to see Pete doing the Spanish fandango to the tune of clicking of castanets.

**"THE TREND** of sardine consumption in Malay is downward," declares the current United States commerce department. But suppose the Malaysians stood on their heads.

**AL JOHNSON** still manages to arise early enough to enjoy a morning dip in the surf before starting his daily work with C. J. Hendry Company.

**THE "W. F. WOOD,"** "Excellent" and "Costa Rica No. 2" have recently been equipped with sardine netting by the C. J. Hendry Company in anticipation of the coming season.

**THE C. J. HENDRY COMPANY** reports the sale of two life boats, with capacities of 40 and 60 persons respectively, to the "Chiapas". This vessel has recently been put on the run between San Pedro and Ensenada, Mexico, to take care of tourist trade.

**ERNEST MILLER** of the San Diego C. J. Hendry Company store is recovering from an automobile accident which occurred October 7. Miller was visiting the San Diego County Fair when he was struck by a car while crossing the street. He has been confined to his bed since the accident, but is expected to be back at work during the first part of November.

**THE C. J. HENDRY** Company, San Diego, reports outfitting several boats for the lobster season in Mexico.

**THE SAN DIEGO** C. J. Hendry Company store reports a flourishing business in U. S. National Lead Company shotgun shells since the opening of the duck season.

**PATTERSON SARGENT** paint is being sold in large quantities by the San Diego branch of C. J. Hendry Company for paint jobs in connection with fall overhauls to tuna ships. The "Enterprise" is using this brand of paint and Captains Guy and Frank Silva have laid in a good supply for use on the "Emma R. S." and the "St. Therese". In addition, Captain Guy Silva has purchased a complete outfit of Gold Seal boots and C. J. Hendry oil slickers for his cruiser.

**MATT DRAGICH** of the Terminal Island store of C. J. Hendry Company is making good use of his spare time by painting the hood of the company flivver. Dragich explains that he ought to be able to have Lizzie in her new dress within a few days if the paint and his pep hold out, but that there has been so much business during the past few weeks that he has been severely handicapped in his artistic venture.

**FURNACES** for homes in San Diego are now being installed by the Ingle Manufacturing Company, makers of the galley stoves on many ships of the California fishing fleets.

**CHARLES ADAMS** and Fred Latson, the two champion duck hunters of the San Pedro sales force of C. J. Hendry Company, hied forth to Lake Otay, San Diego County, for a week-end of shooting. The net results were a drive of over 200 miles, a nice sunburn and four mudhens.

Charles Knight, who claims to have the "lowdown" on the trip, says that Adams and Latson ran the first mudhen over 20 miles, firing 309 shots at it, and finally crippled it with an empty bottle. Latson alibis by stating that there were 75 permits issued at the lake and only 25 ducks shot. Warm weather in the hills is given as the reason for the lack of birds. Latson declares that on his next trip he will get the limit if he has to knock them over with a bean-shooter—and some of the other Hendry men infer that he might have better luck with this type of weapon.

**FROM SAN DIEGO**

**BILL PIRES**, captain of the "San Rafael," gave the San Diego natives a real treat late in October when he arrived with three live tuna in his bait box. Pires had put the big fish in with the live bait, and it was a comical sight to watch the antics of the sardines as they followed their enemies around and flashed out of danger when the tuna turned.

Captain Pires turned loose the tuna in San Diego Bay so that "fishermen may some day get their tuna close at hand."

**M. O. MEDINA**, captain of the "Atlantic," arrived in port on October 28 with another capacity load of tuna after being out 14 days. His fare was delivered to the K. Hovden Company on October 28.

**THE "SACRAMENTO,"** with Denis Santos in command, was in San Diego October 28 installing a new specially built Protane stove before leaving for another cruise.

**THE CALIFORNIA** Packing Company received loads from the "Continental," Captain Joe Marks, and the "Defender," Captain Manuel Monise October 29.

**MANUEL CORREIA** of the "Santo Amaro" and Merino Crivello of the "G. Marconi" returned to San Diego October 29 with large loads of fish in good condition, for Cohn-Hopkins Company.

—SD—

**SKIPJACK** compose about 30 per cent of the loads of fish brought in by San Diego cruisers during the latter part of October. The fish seem to be running larger than earlier in the season. The majority of the loads are delivered in remarkably good condition.

The change in weather at the banks has proved a boon to fishermen, but bait is scarce and hard to get.

—SD—

**THE "ORIENT,"** Captain Frank Theodore in charge, was back in San Diego October 27 after being out only one day. When asked if trouble with the engine or other equipment was the cause of his quick return, Theodore said: "No, sea-sick manager of the galley department."

—SD—

**FIGURES** from the Gold Coast of West Africa indicate that American fish packers are showing substantial gains over cannery of other countries in fish exports to that area. From January to June 1930, American firms shipped 2,746,696 pounds of canned fish, valued at \$284,505, to the Gold Coast Colony. Great Britain was second with 650,464 pounds, valued at \$85,845; Portugal ranked third with 423,014 pounds and \$67,805.

These shipments from the United States were larger during the first six months of 1930 than they were during all of 1929. Last year America exported to the Gold Coast 1,835,080 pounds of fish, valued at \$201,420. Great Britain and Portugal, during 1929, shipped 1,166,482 and 1,335,114 pounds respectively, valued at \$150,453 and \$207,123.

—SD—

**PASSENGERS AND OFFICERS** of coast-wise steamers have reported mammoth schools of sardines in the neighborhood of Monterey. One officer states that his ship passed through a school nine miles long on a recent trip north.

**ANDREW FRLEKIN**, 52, well-known cook who has worked on local fishing boats for the past eight years, died recently at Los Angeles General Hospital after an extended illness. Interment was in Wilmington cemetery. Frlekin is survived by a wife and daughter in Jugo Slavia and by two sisters in America, Miss Vinka Frlekin of 281 15th street, San Pedro, and Miss Natia Rjodin of San Francisco.

**APPLICATION** has been made by the Fishermen's Cooperative Association, San Pedro, to the Board of Harbor Commissioners for permission to locate a dock and locker space on the West Basin at berths 115, 116 and 117. In the application it is stated that this space may be used by the fast-growing fishing fleet until such time as a more permanent base is provided, or until Fish Harbor is enlarged. The West Basin area will provide moorings for 50 boats.

**ONE POUND** of oysters will furnish 7 per cent of the energy, 28 per cent of the protein, 35 per cent of the calcium, 53 per cent of the phosphorus and 136 per cent of the iron needed daily in the human system.



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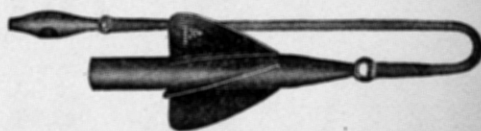
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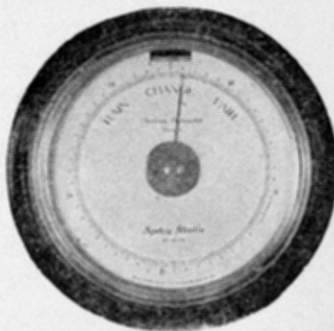
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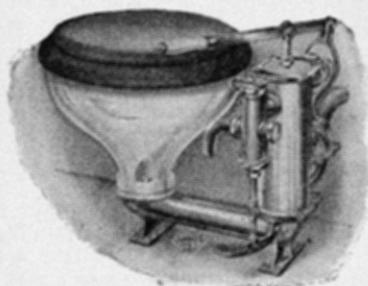
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